the TIGER tanks

ARMOR SERIES

THE TIGER TANKS

VOL. 1

1

ARMOR series

$3.

the TIGER tanks

by

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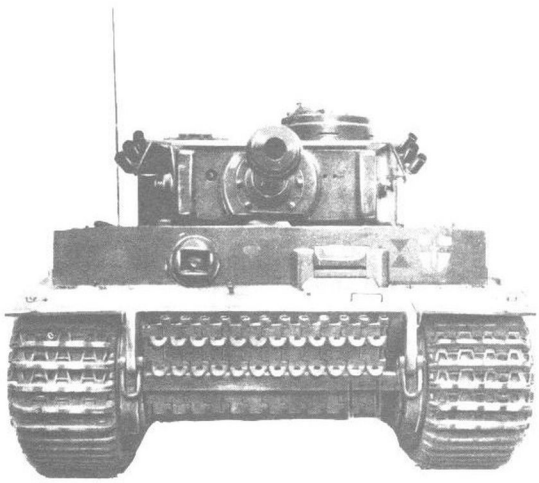
Uwe Feist and Edward T. Maloney



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Panzerkampfwagen VI TIGER I

As compared with other tanks in service during World War II the "Tiger" was outstandingly well armed and protected. Designed to carry an 88 mm. gun and constructed of very heavy armor plate, the vehicle was of exceptional size and weight. It was therefore surprising to note how it was dwarfed by the main armament. Viewed from the side of the tank, the 88 mm. gun extended beyond the nose of the tank by approximately a quarter of its length. And the length from the muzzle brake to the mantlet was over half the total length of the vehicle.

From the front view, the great width and extremely wide tracks presented a clean formidable appearance. From the rear, the abnormal height of the flat tail plate, carrying the large cylindrical silencers and air pre-cleaners, presented an ungainly and untidy appearance.

The use of heavy armor plate had imposed the necessity of employing flat plates wherever possible, and the number of plates had been kept to a minimum to facilitate manufacture. This resulted in a simple box like contour. Both the superstructure and engine compartments were high, and the former overhung the tracks at each side. This arrangement permitted an adequate turret ring diameter to accommodate the 88 mm. gun. Apart from the tail plate already referred to, the exterior had generally clean and simple lines.

A notable departure from past German practice was the welding of the superstructure to the main hull; in previous German designs a bolted joint had been used.

The turret was also of simple outline; the vertical sides and rear being formed of a single rolled plate, while the mantlet was a steel casting of rectangular section. A conventional German type of cupola was mounted on the nearside of the turret roof.

Circular hatches were provided in the superstructure top for the driver and hull gunner. There were three hatches in the turret—a rectangular hatch for the loader in the roof, and two circular hatches, one in the cupola top and one in the turret side.

Massive cast manganese steel tracks of comparatively small pitch were driven by the front sprockets — consistent with normal German practice. Adjustment of the track tension by rear idler was accessible through the tail plate, and the mechanism was all housed within the hull.

The vehicle was sprung on torsion bars. The bogie wheels were arranged to overlap each other, thus increasing the number of spring units, and resulting in a soft suspension. This arrangement was not altogether unexpected since it had previously been encountered on German tracked vehicles, and its merits were obvious, particularly when dealing with the suspension of an unusually heavy vehicle.

Even distribution of the weight on the tracks was achieved by the use of triple rubber tired bogie wheels. In order to accommodate the 16 torsion bars on the hull floor, trailing suspension arms were used on one side and leading arms on the other.

The mechanical layout followed orthodox German practice, although the elaboration and refinement in design of certain components had been carried to an exceptional degree. The engine was accommodated centrally at the rear and drove forward through a propeller shaft below the turret floor to the gearbox which incorporated the clutch. Bolted to it was the steering unit, set transversely in the nose of the tank. A bevel drive was introduced in the steering unit and each track was driven through a final reduction gear in each sprocket. A radiator and twin fan assembly was installed in a separate compartment on each side of the engine. Below each compartment two petrol tanks were carried.

Arrangements for wading and total submersion of the tank were necessarily somewhat elaborate. All hatches and doors had rubber seals, while the turret ring was sealed by an inflatable rubber tube. The main air supply for the engine and crew was taken through a demountable telescopic standpipe mounted over the engine compartment. During submersion, the fan drives were disconnected and the radiator compartments flooded.

The excessive width of the vehicle in battle necessitated special preparation for rail travel. Narrow tracks were substituted, and the outer bogie wheels, as well as the track guards and air precleaners, were removed.

The general layout of the fighting and driving compartments were well arranged. The seating arrangements for the crew followed the normal German practice. In the three-man turret the gunner sat on the nearside of the gun with the Commander immediately behind him, and the loader sat on the other side of the gun and faced to the rear. The commander was provided with a cupola that had five vision slits. In the hull the driver sat in the nearside, and the hull gunner, who also operated the wireless, sat opposite, in the offside.

Although the turret was unusually spacious, the breech mechanism of the 88 mm. gun reached nearly to the rear wall dividing the compartment in two. The mechanism was of the semi-automatic falling wedge type and, broadly speaking, was a scaled up version of the smaller tank guns. It was electrically fired by a control on the elevating handwheel. A 7.92 mm. machine gun was mounted coaxially on the offside and fired mechanically by a foot pedal.

The gunner was provided with a binocular telescope and turret position dial indicator to his left. The gun was balanced by a large coil spring housed in a cylinder in the offside front of the turret. Elevation and hand traverse were controlled by handwheels to the right and left of the gunner, and an additional handwheel could be used by the commander to give assistance. The hydraulic power traverse was controlled by the gunner, using a rocking foot plate.

Around the vertical sides and rear of the turret were various small boxes, brackets and straps for stowing such items as gasmasks, glass blocks, microphones, etc., as well as junction and fuse boxes.

The turret floor rotated with the turret and was suspended on three steel tubes. In the center was a domed cover for the drive to the hydraulic unit which was bolted to the revolving floor. The drive was taken to the turret rack through shafting and universal joints. Also mounted on the revolving floor was a rack for spare petrol cans and a fire extinguisher. The gunner's seat was carried on a welded tubular extension on the elevating gear, and was situated forward over the hydraulic unit. To the rear on the engine bulkhead were mounted the petrol taps, certain other engine controls and the automatic fire extinguisher unit.

Ammunition for the 88 mm. gun was stowed in bins at each side of the fighting compartment. The remainder was stowed under the turret floor and alongside the driver.

The driver was provided with a steering wheel which controlled, hydraulically, the differential steering unit. When the engine was not running this unit was inoperative, and orthodox steering levers, controlling skid disc brakes, could be used. These brakes were also the vehicle brakes and were coupled to a foot pedal and parking brake lever. Other controls were normal. The driver's visor could be closed by a sliding shutter operated by a large handwheel, and a fixed periscope was provided in the escape hatch. A standard German gyro-compass and instrument panel were situated to the right and left respectively.

The 7.92 mm. machine gun for the hull gunner was held in a ball mounting in the offside of the front vertical plate. It was fired by a hand trigger and sighted by an orthodox telescope. The wireless sets were carried on a shelf to the right of the hull gunner.

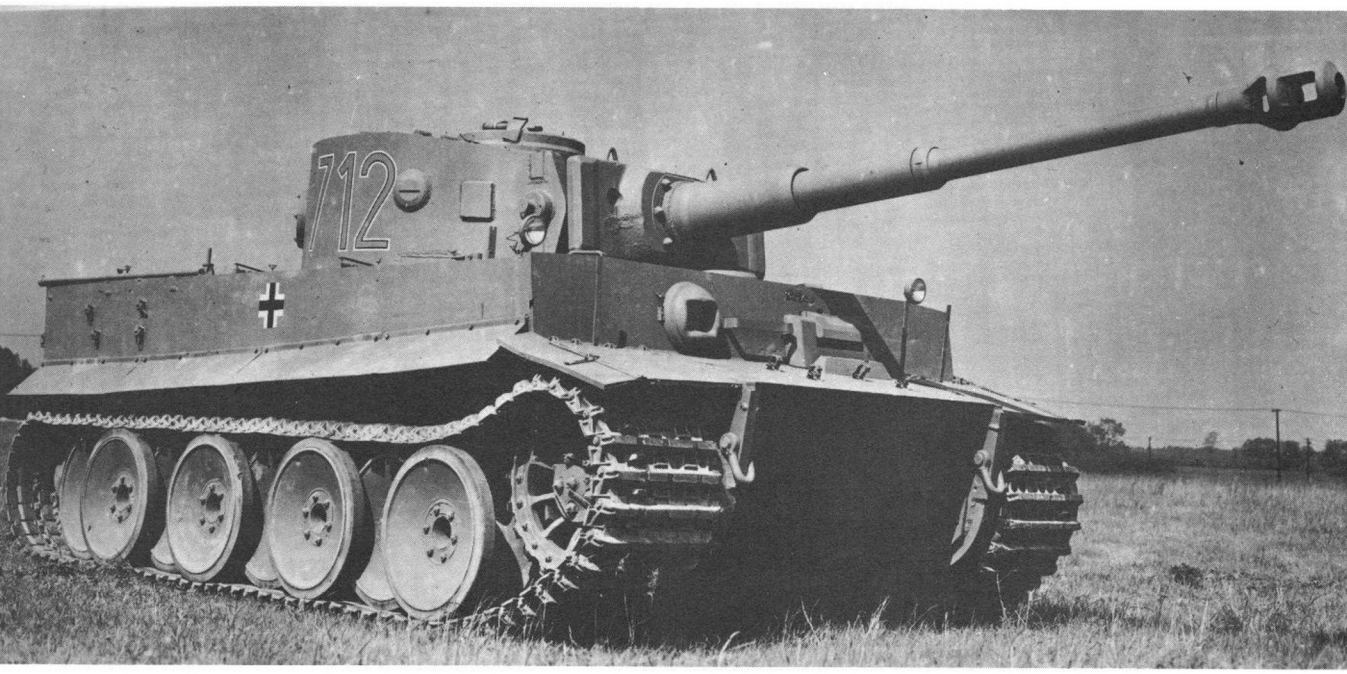
We wish to acknowledge our appreciation to the following who provided photographs for this volume.

Col. George B. Jarrett, U. S. Army (Ret.)

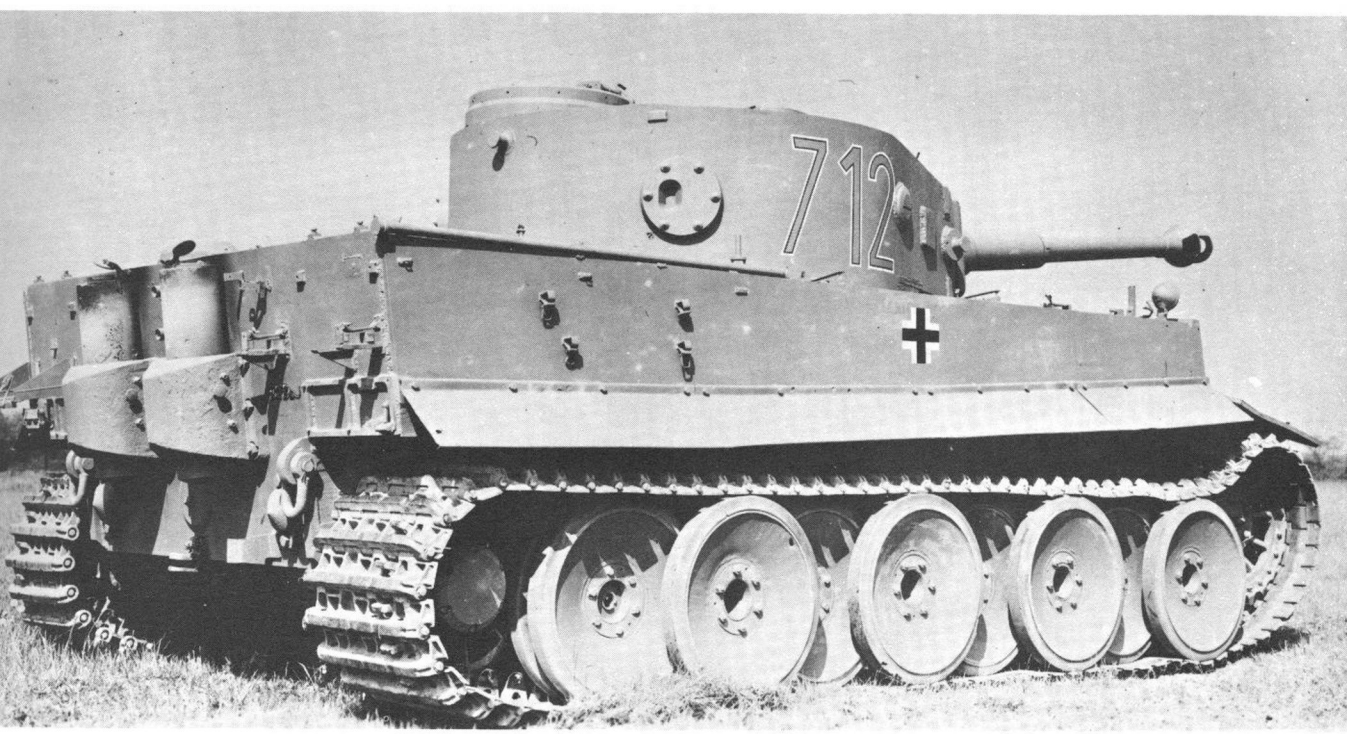
Aberdeen Tank Museum, Aberdeen, Maryland

Mr. K. W. Schütz, Plesse Verlag, Göttingen, Germany

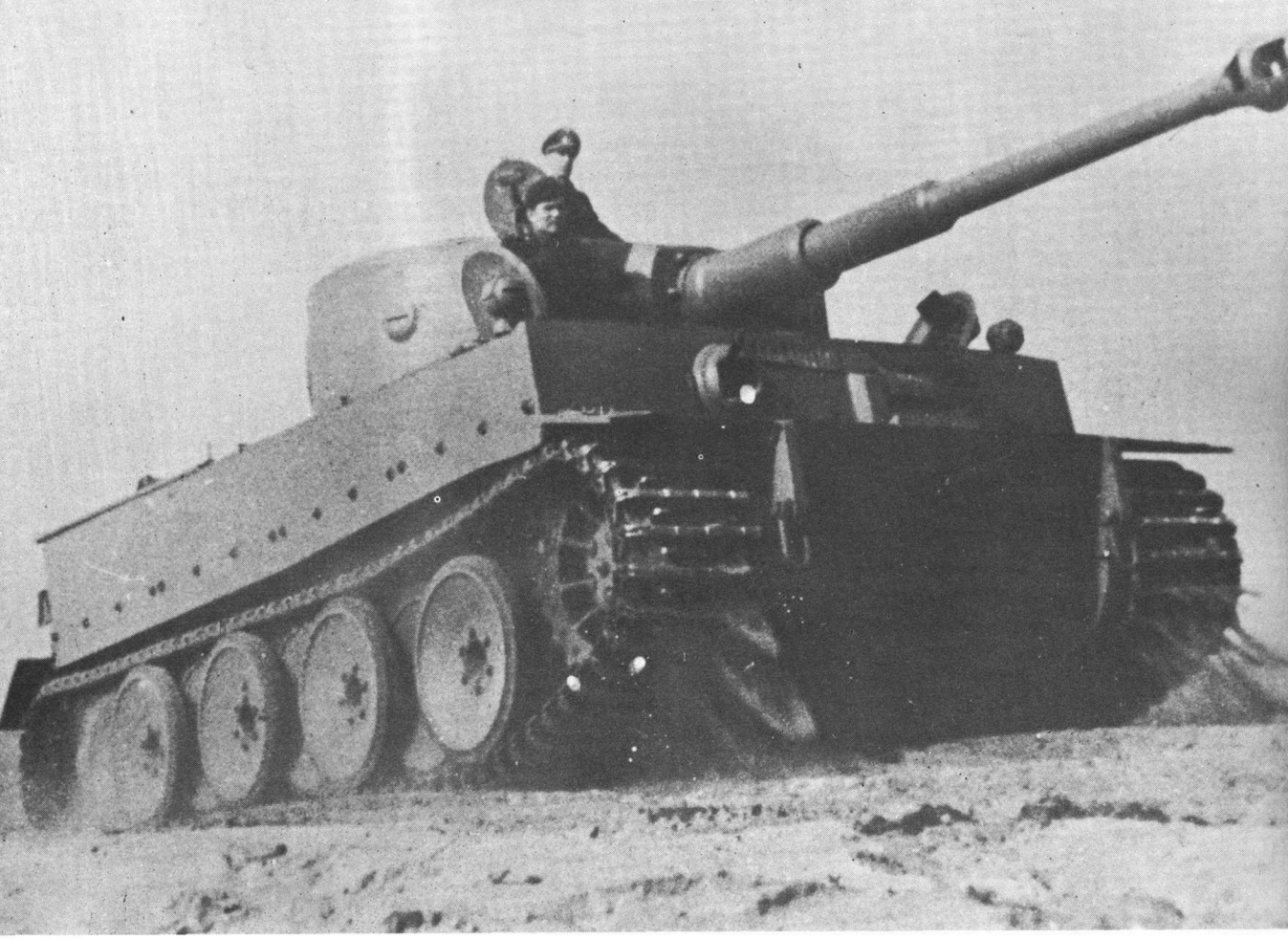
Panzerkampfwagen VI TIGER I



One of the most outstanding Tanks of World War II, the German Pz Kw VI (H) Tiger I, was more than a match for the Russian T-34.



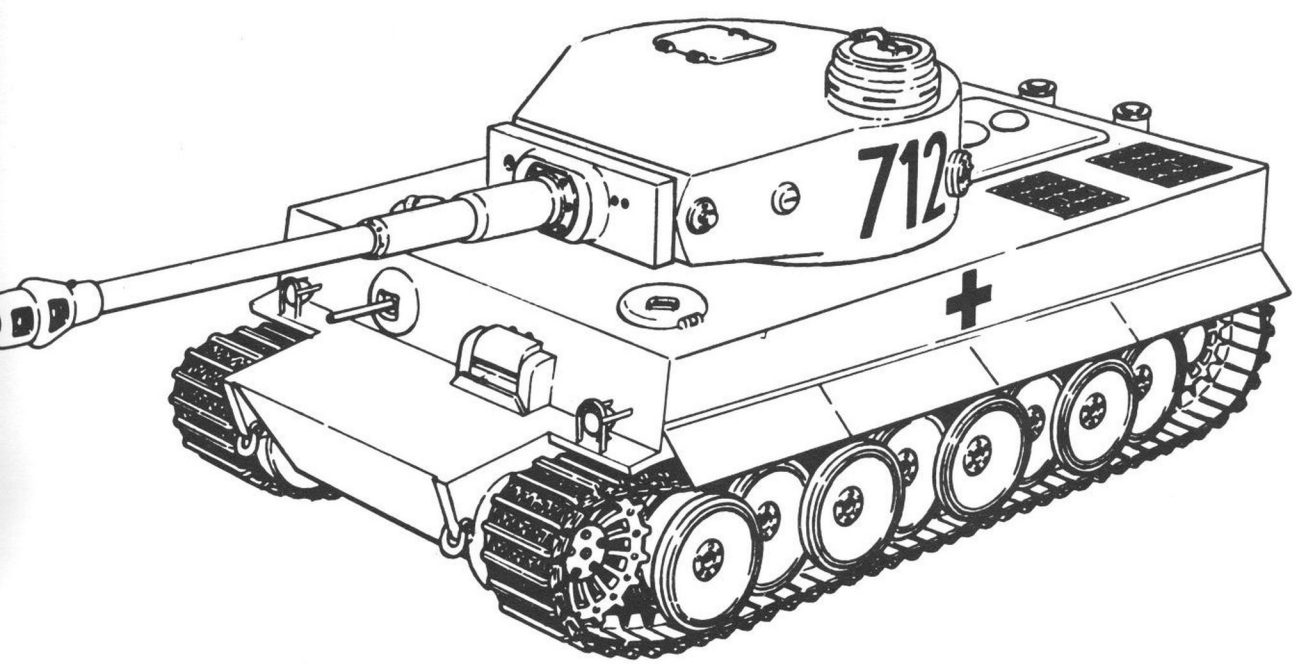
Right Quarter View of Tiger I. This example was captured during the North African Campaign by American Forces.



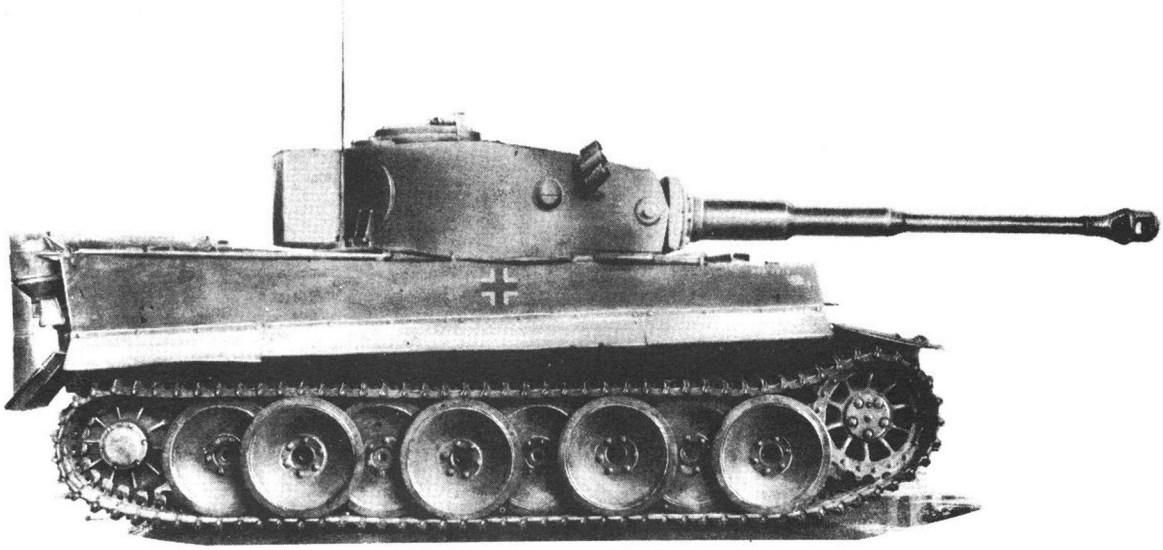
Exercising a Pz Kw VI Tiger I Tank in Wunsdorf, Germany, early 1943.

Pz Kw VI Tiger I Moving into position, while Ju-87D "Stuka" flies overhead. Note flag on turret for identification to prevent being bombed by own planes under heat of a fast moving tank battle.

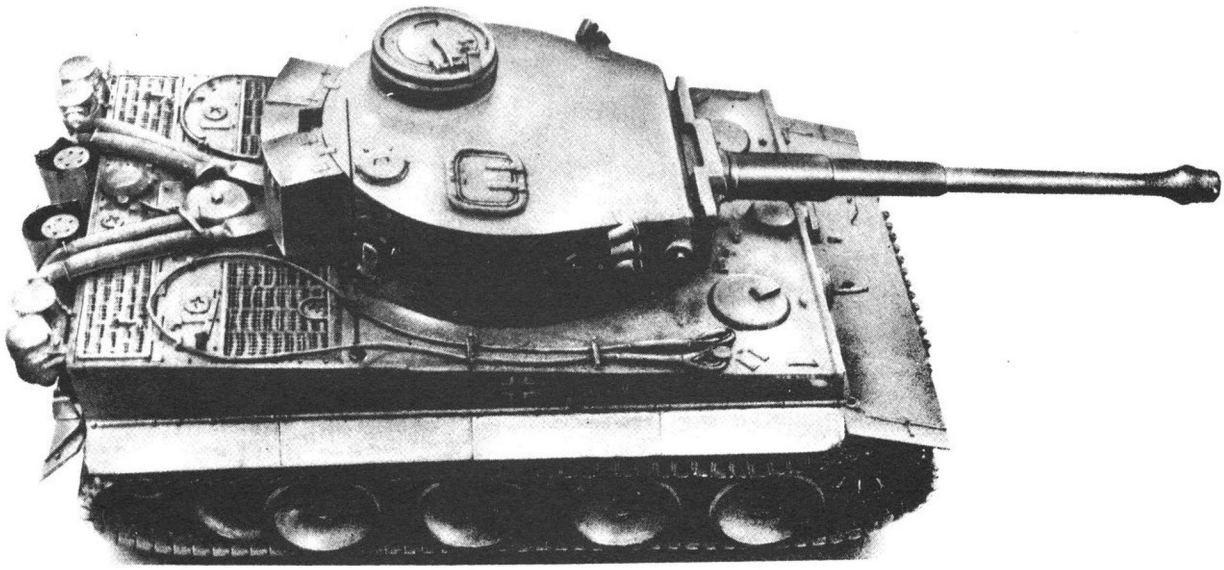
A brand new Pz Kw VI Tiger I leaves the Berlin factory of Henschel and Son in April 1944. Note absence of camouflage paint, which will be added later, prior to going into combat. Note narrow track installed for shipment by rail to Eastern Front.



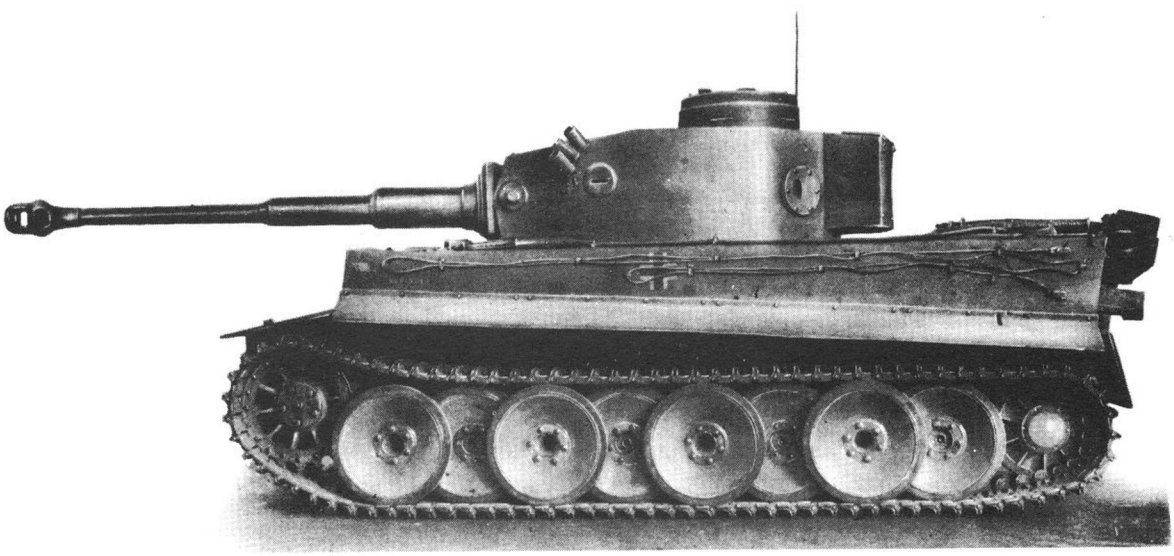
Drawing of Tiger I shows box-like rectangular lines of tank. Note wide track tread, overlapping bogie wheels and heavy armor.



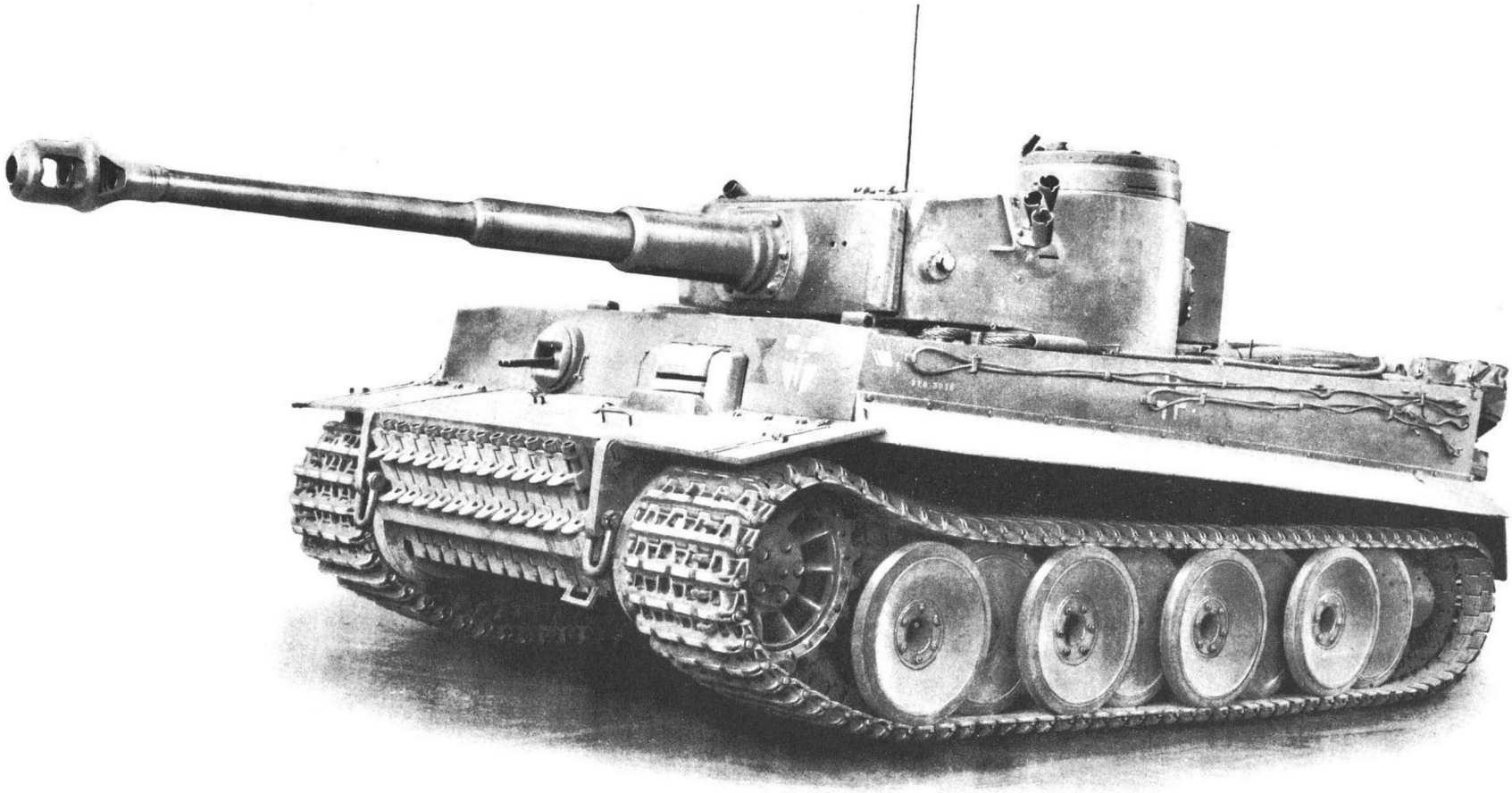
Side View of the Tiger I clearly shows the heavy side armor. Note how the bogie wheels are arranged to overlap each other, thus increasing the number of spring units and resulting in a soft suspension.



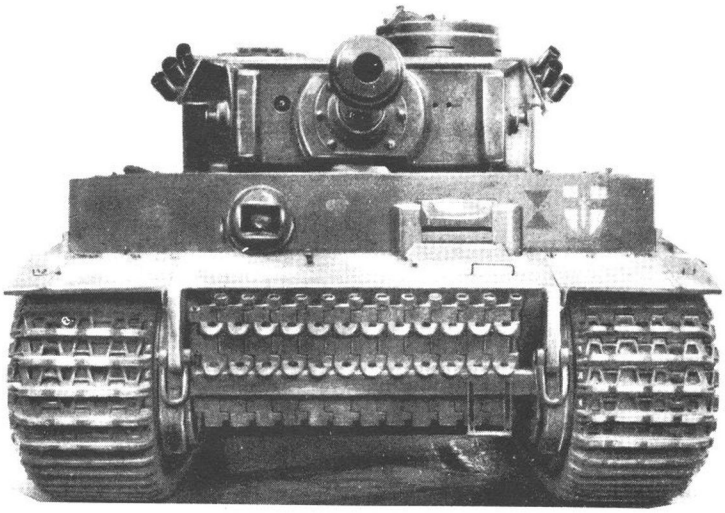
Topside View of Tiger I shows the rectangular shape of the Tiger chassis.



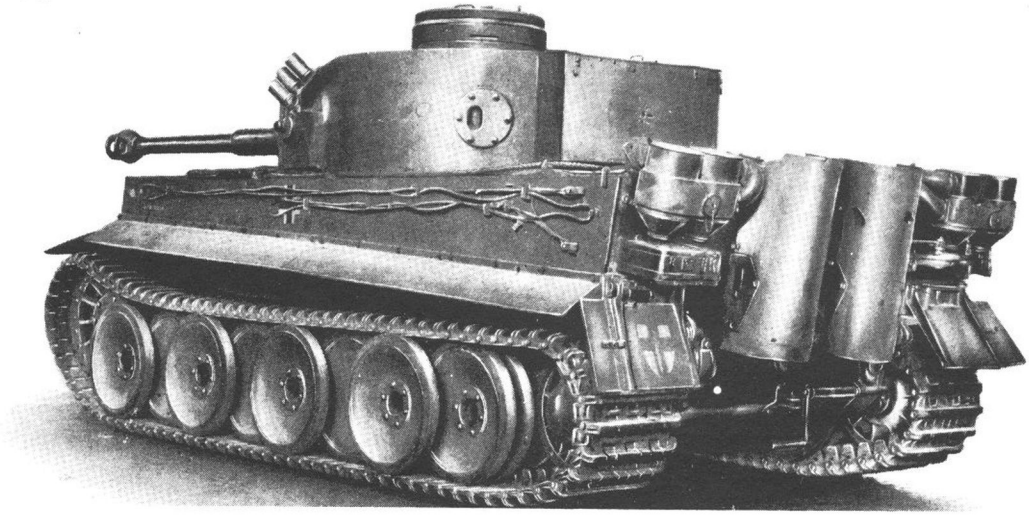
The Tiger I use of heavy armor plate imposed the necessity of employing flat plates. This resulted in a simple box like contour.



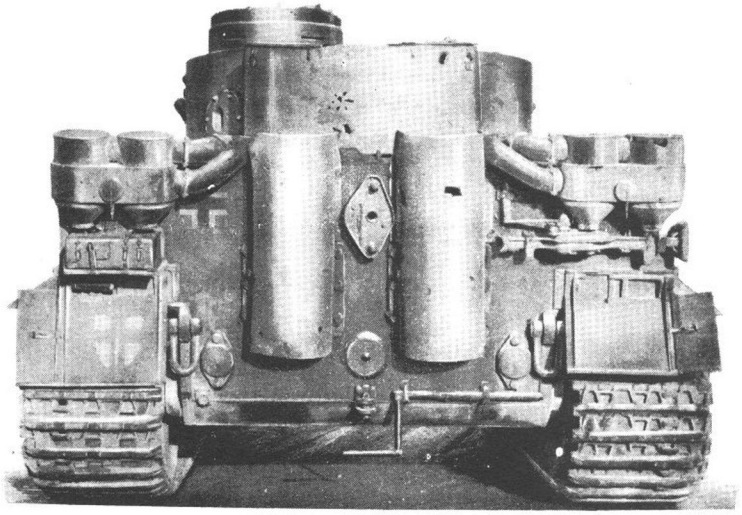
Three Quarter Front View of the mighty Pz Kw VI Tiger I shows up the low hull profile very well. The Tiger I mounted one of the most powerful guns in tank warfare; the proven 88 m.m. gun.



Head on View of the Tiger I shows clear low profile. Note spare track section bolted to front of center hull. Three cylinder objects atop each side of turret held flares.

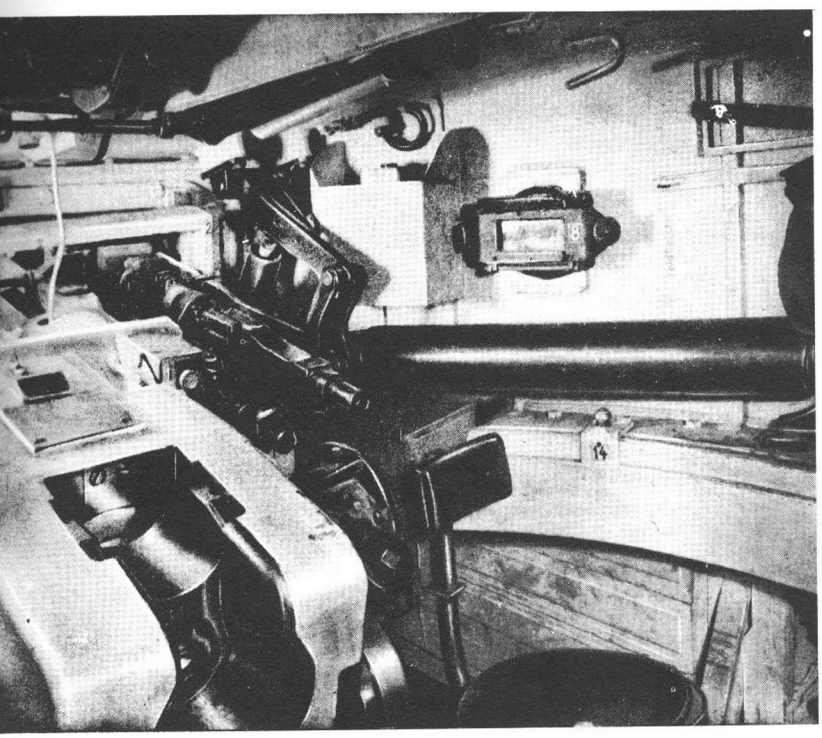


Rear Quarter View of the Tiger I. The extremely wide track is clearly evident. The two large cylinders on each corner are engine silencers. The two center cylinders are air cleaners.

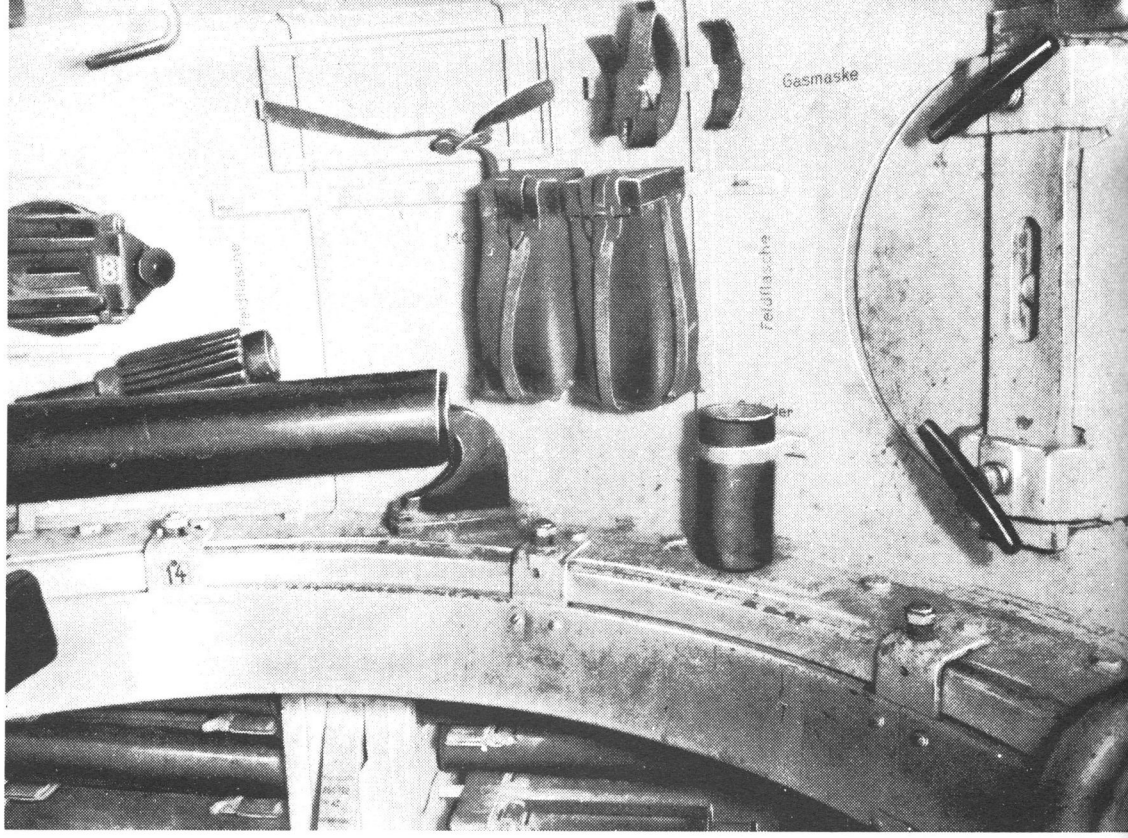


Rear View of Tiger I. Engine was mounted high and to the rear to permit adequate turret ring diameter to accommodate 88 m.m. gun.

Rare interior view inside three-man turret. The gunner sits to the side and rear of the gun with the Tank Commander immediately behind him. The loader sits on the other side facing the rear.

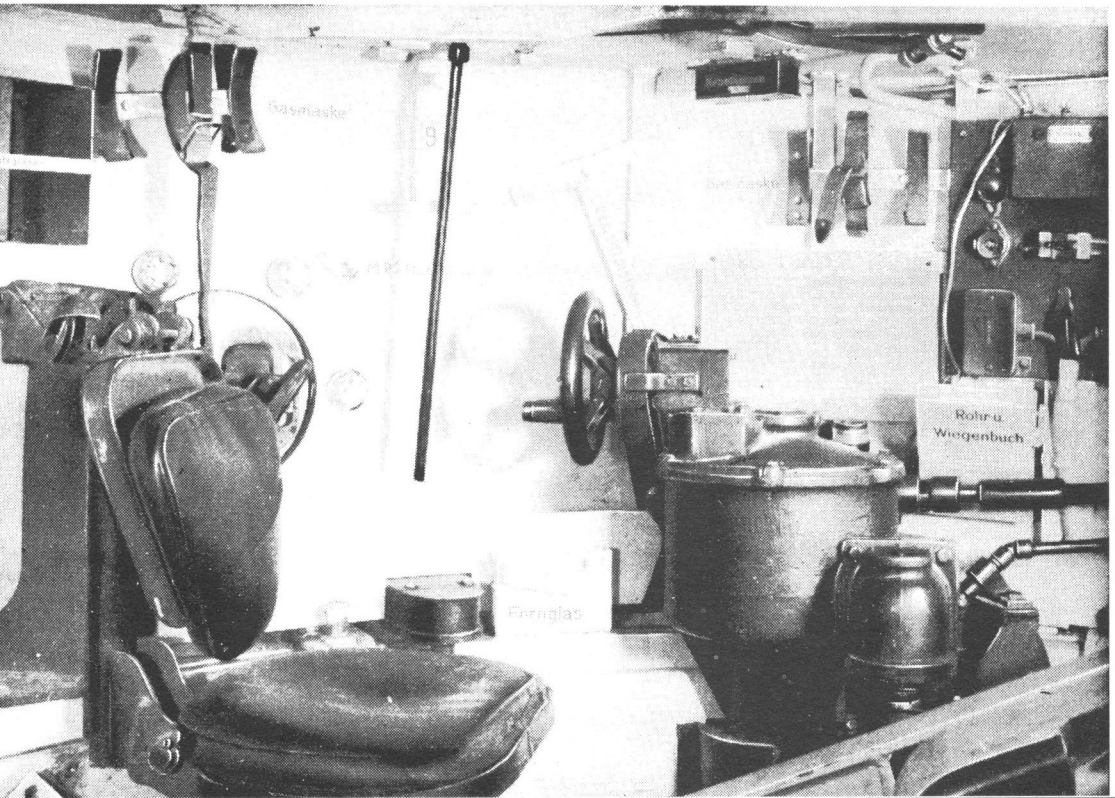


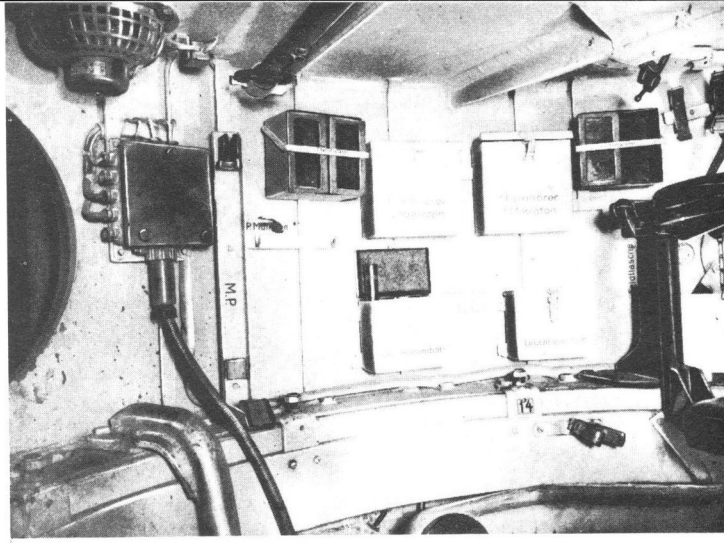
Inside Tiger I turret as viewed from loaders seat. This view clearly shows breech of 88 m.m. gun and receiver of 7.9 machine gun. Note one of five vision slits for Tank Commander, top center.



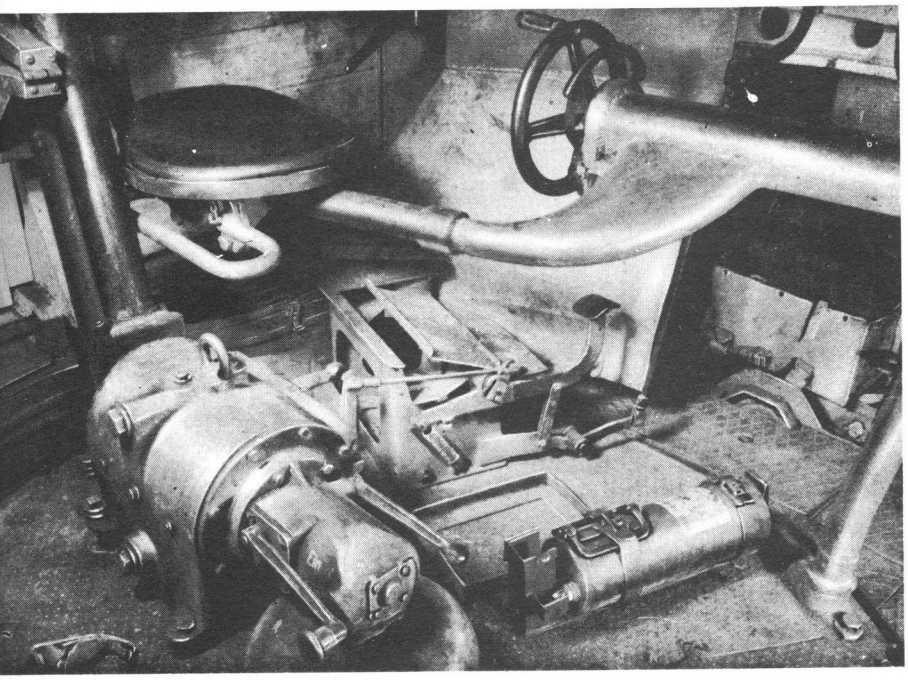
Interior View of Turret Ring. Around the verticle sides and rear of turret are various small boxes, brackets and straps for stowing gasmasks, microphones etc.

Interior View of Turret showing gun loaders position. Note comfortable seat cushion for crewman.

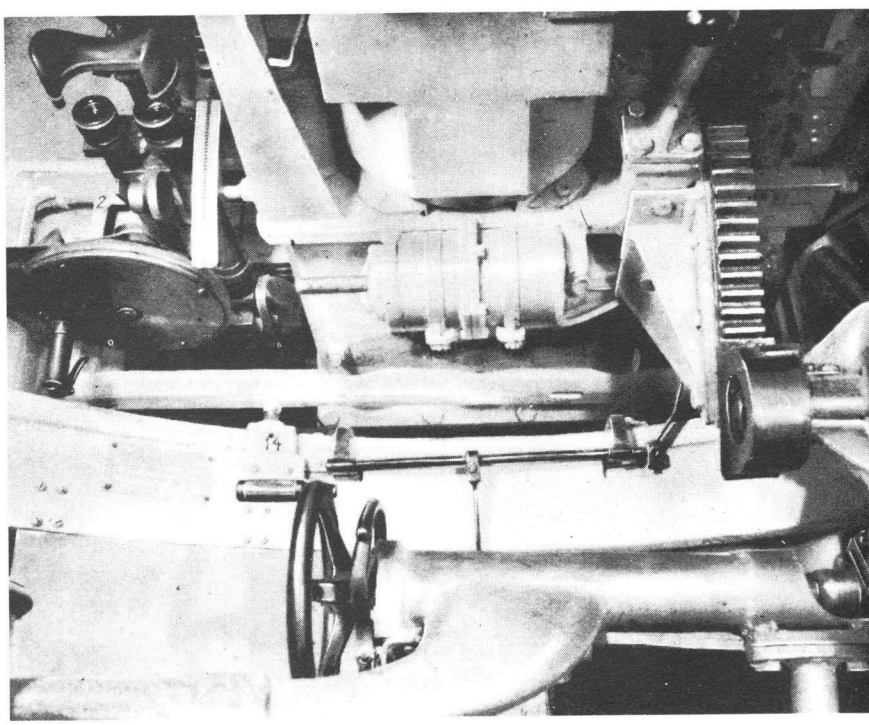




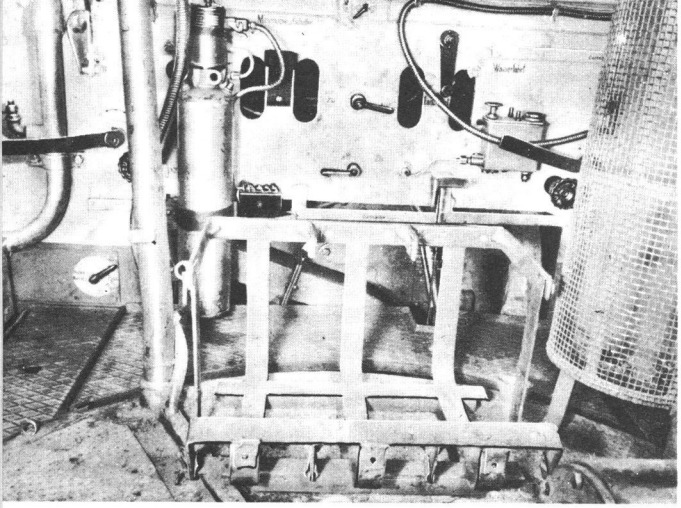
Interior view of turret looking aft from gunners position showing miscellaneous equipment as well as junction and fuse boxes for electrical gear.



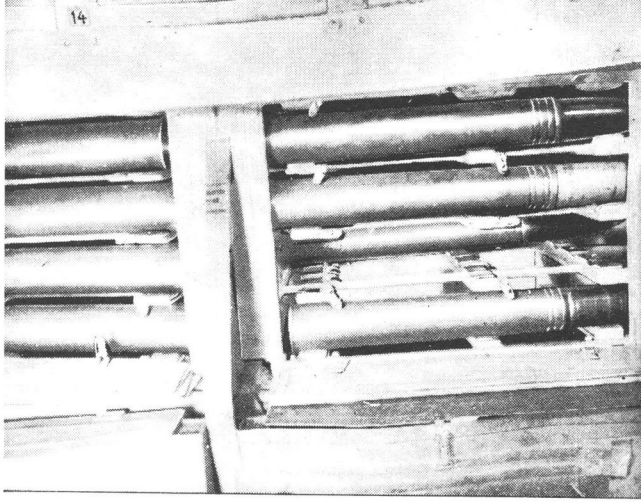
Tiger I Tank Gunners position seat. The turret floor rotates with the turret and is suspended on three steel tubes. The center dome covers the hydraulic drive unit which is bolted to the floor.



Tiger I Interior. Note turret gunners binocular telescope gunsight, top left. The 88 m.m. gun is balanced by a large coil spring housed in a cylinder in the turret. Elevation and traverse are controlled by handwheels to the right and left of the gunner.

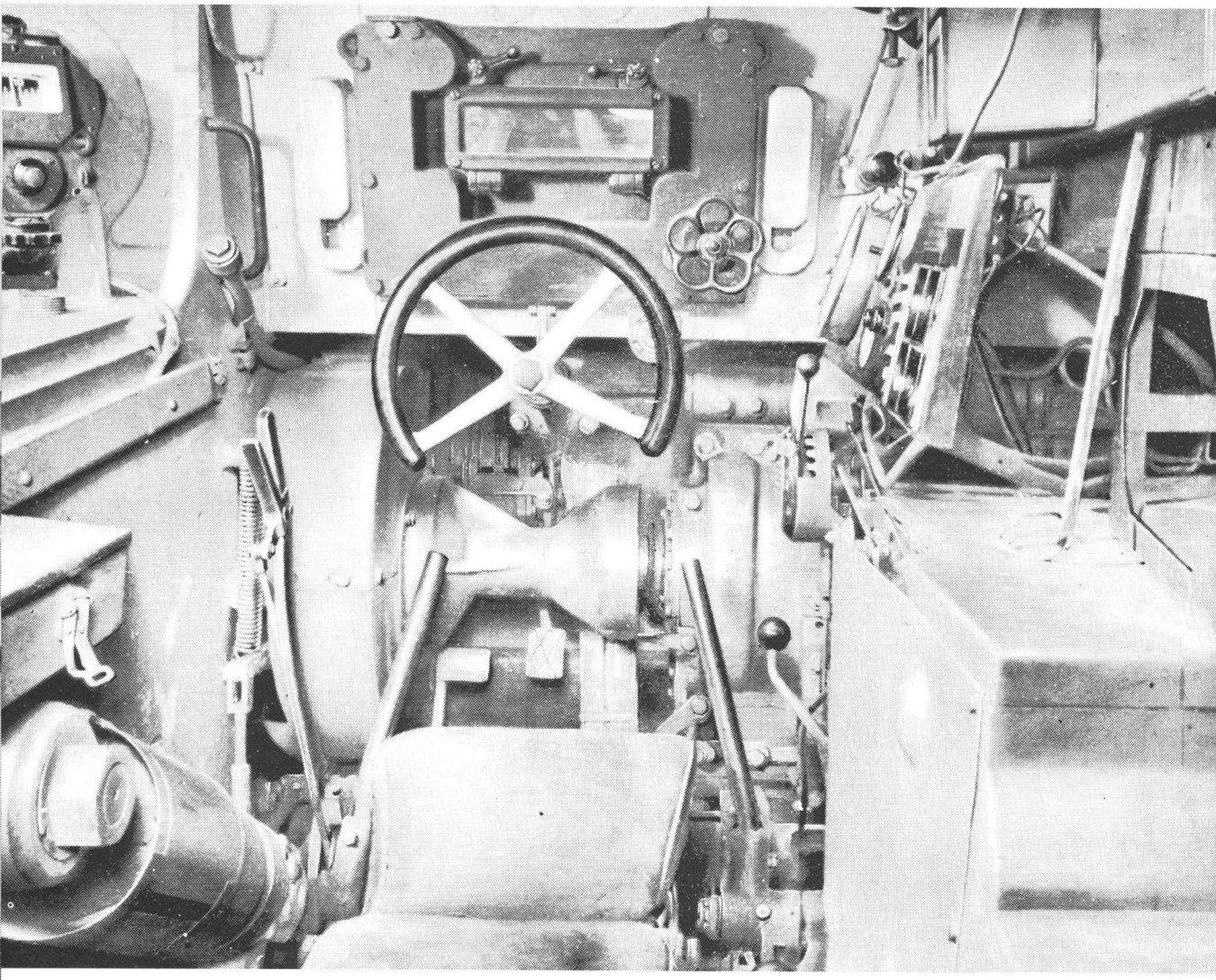


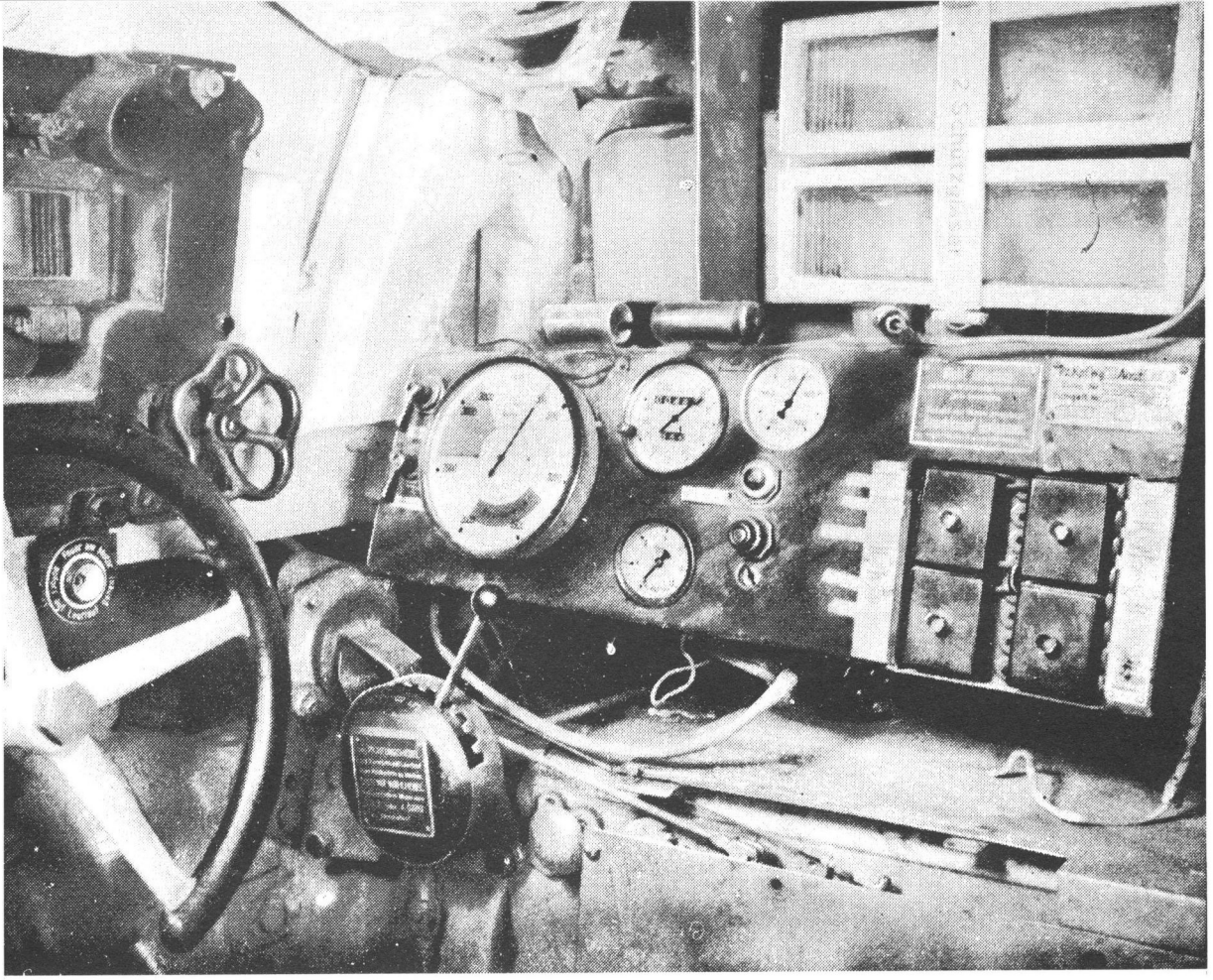
Interior View of inside turret as viewed from gun breech position looking aft. Note rack in center for extra ammunition storage.



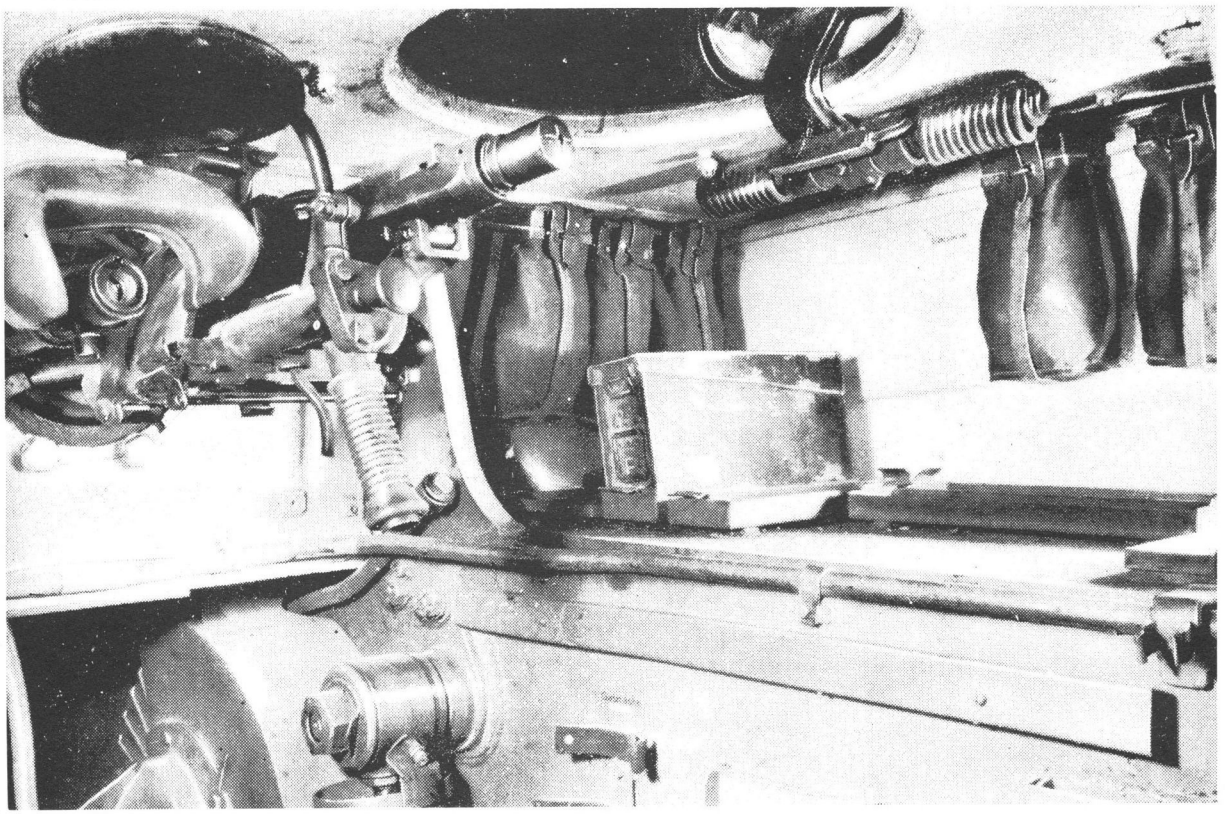
Ammunition for the 88mm gun was stored in bins at each side of the turret. The remainder of ammunition is stored under the turret floor and alongside the driver.

The tank driver position looking forward. Steering wheel hydraulically controls the differential steering unit. The steering unit is operative only with the engine running. Ordinary steering levers controlling skid brakes are used when the engine is not running. Note engine instrument panel on the right.

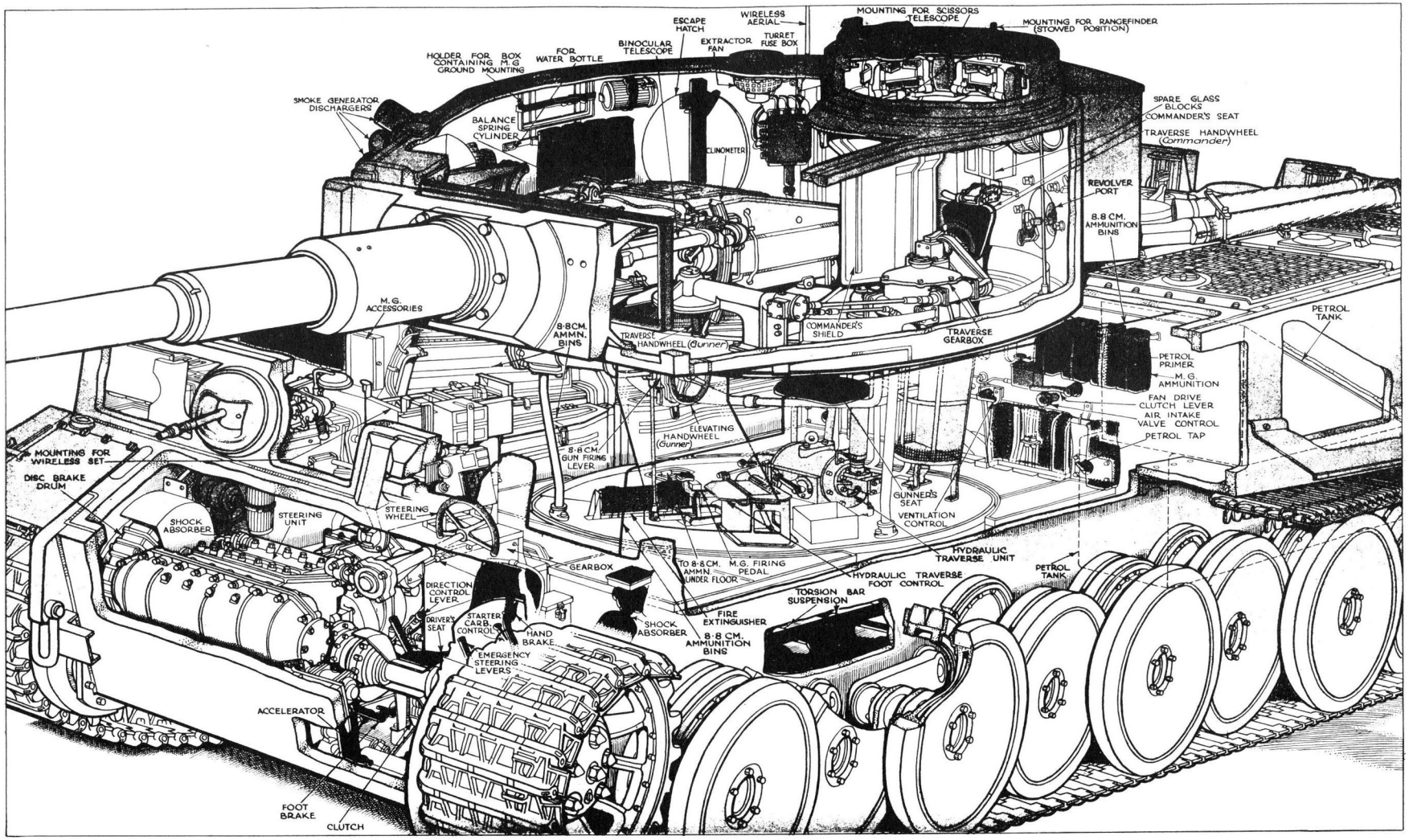




Tiger 1 Tank driver's position and right-hand instrument panel. Consisting of (l-r) R.P.M. Counter, Speedometer, Oil Pressure, Fuel Quantity, Starter Button, Generator Light, and Ignition Switch. Note four electrical fuse boxes on extreme right, and hand-set accelerator handle.

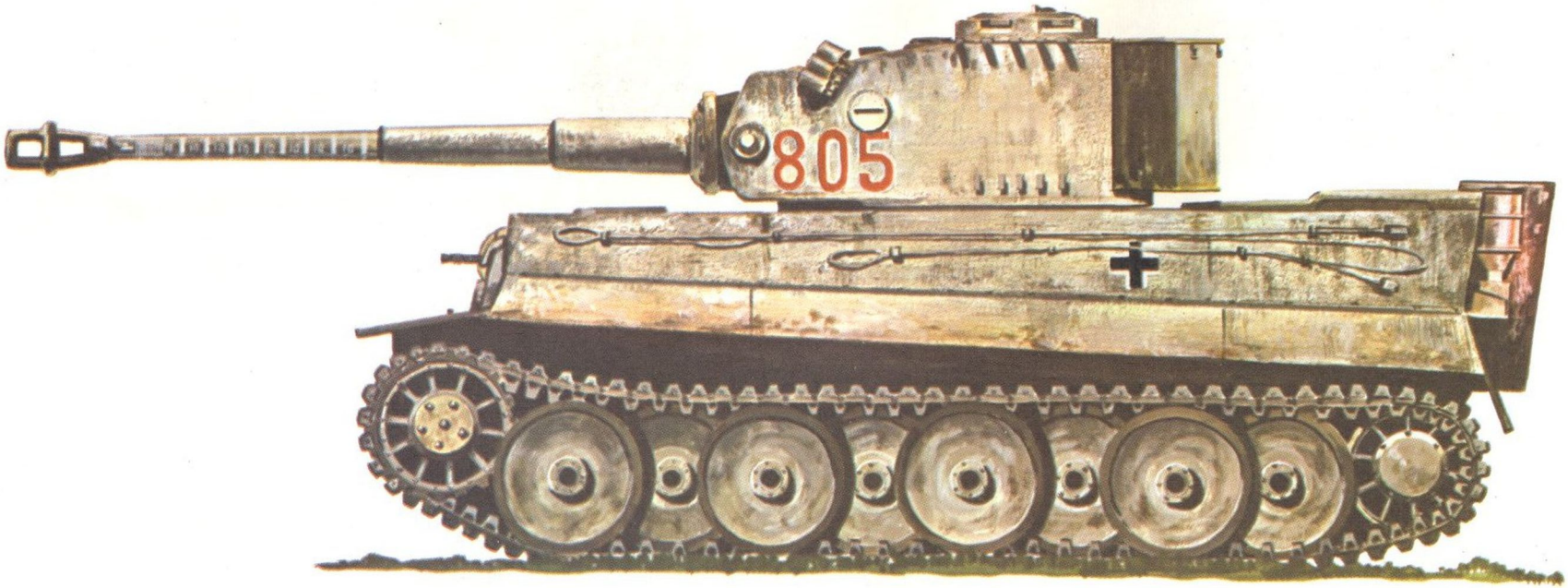


Inside view looking forward toward hull gunner position clearly shows telescopic gun sight on left, and 7.9mm machine gun which is held in a ball mounting. Gun is fired by hand trigger.



Rare Cutaway View of Pz Kw VI Tiger I Tank shows the position of the tank crew and the storage facilities for the ammunition. Tiger I used modern tension bar suspension. Note also overlapping bogie wheels and extremely wide tank track. Arrangements for wading and total submersion were built into the Tiger I. All hatches and doors are rubber sealed and the turret ring is sealed by an inflatable rubber tube. The air supply for the crew and engine was taken from a portable telescopic snorkelpipe mounted above the engine compartment.

Panzerkampfwagen Pz. Kw. VI TIGER I



Hauptsturmführer Michel Wittmann's Tiger I in Russia, 88 Red Tanks destroyed.

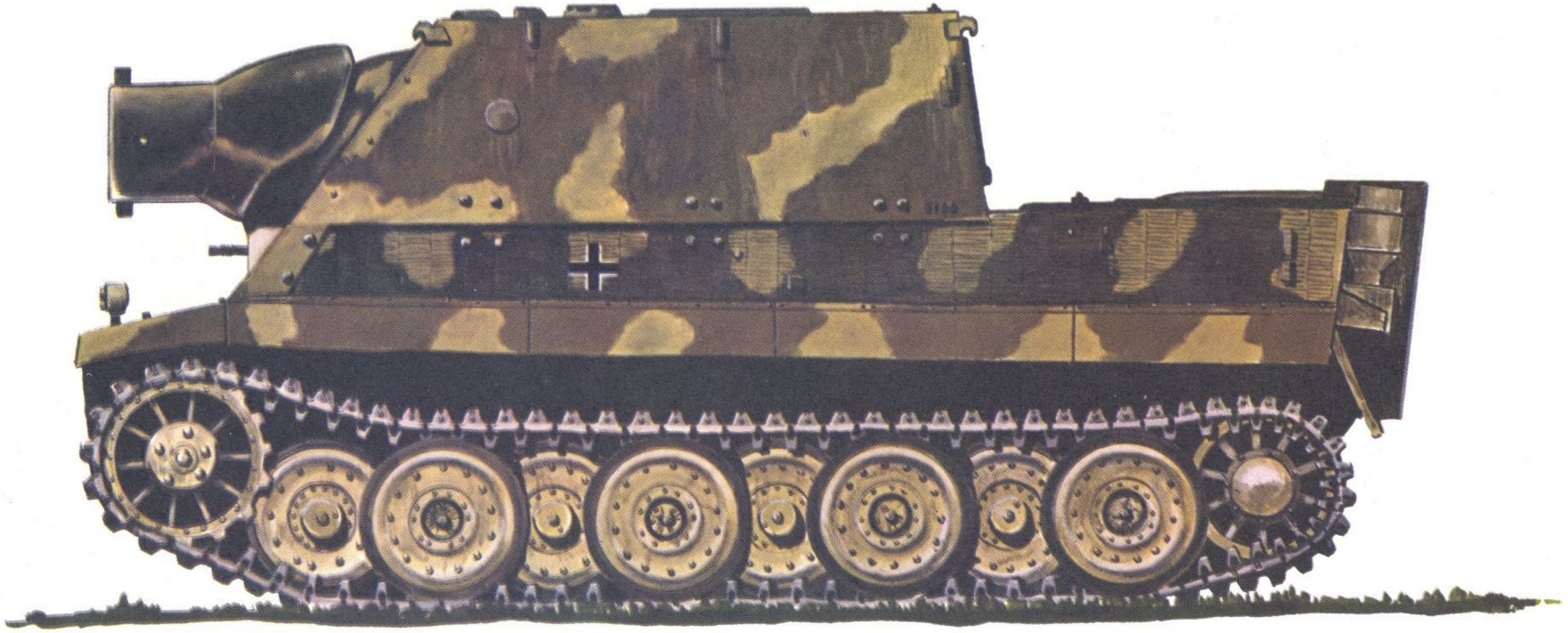
Crew: 5 men Length: 8.56 including gun Width: 3.73 m. Height: 2.86 m.

Panzerkampfwagen Pz. Kw. VI TIGER II "KÖNIGSTIGER" (Sd. Kfz. 182)

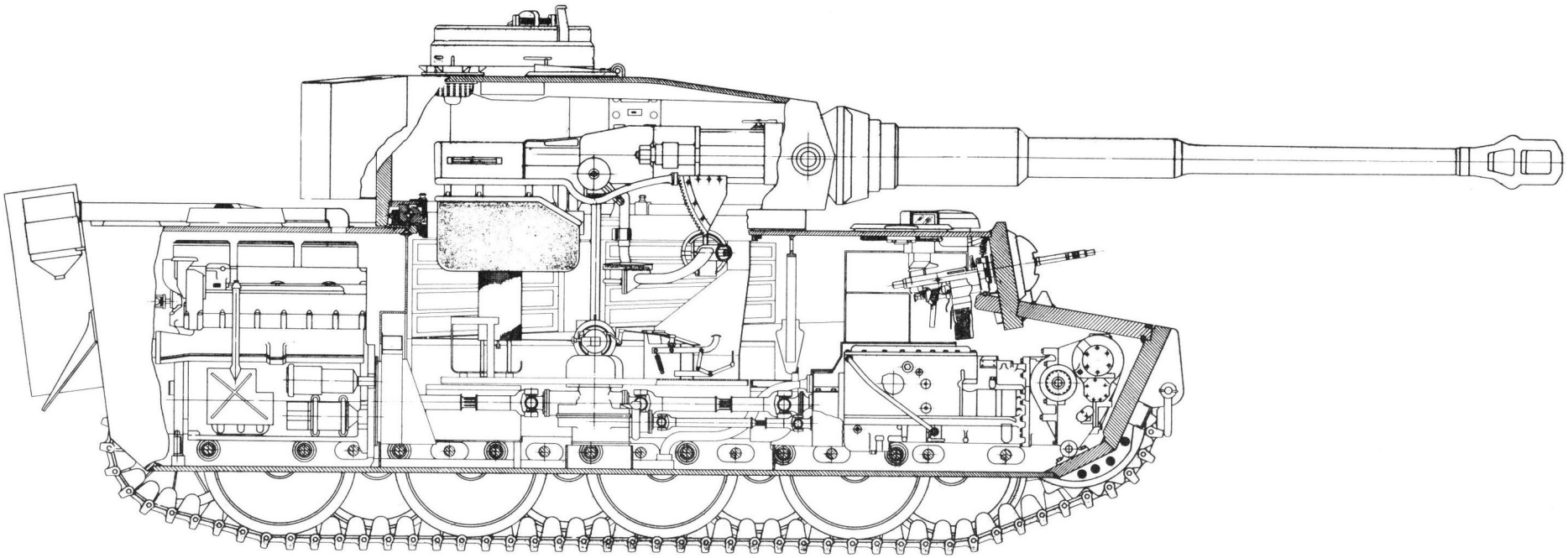
King Tiger on the Invasion Front.

Crew: 5 men Length: 10.26 m. including gun Width: 3.75 m. Height: 3.09 m.

STURMPANZER VI "STURMTIGER"

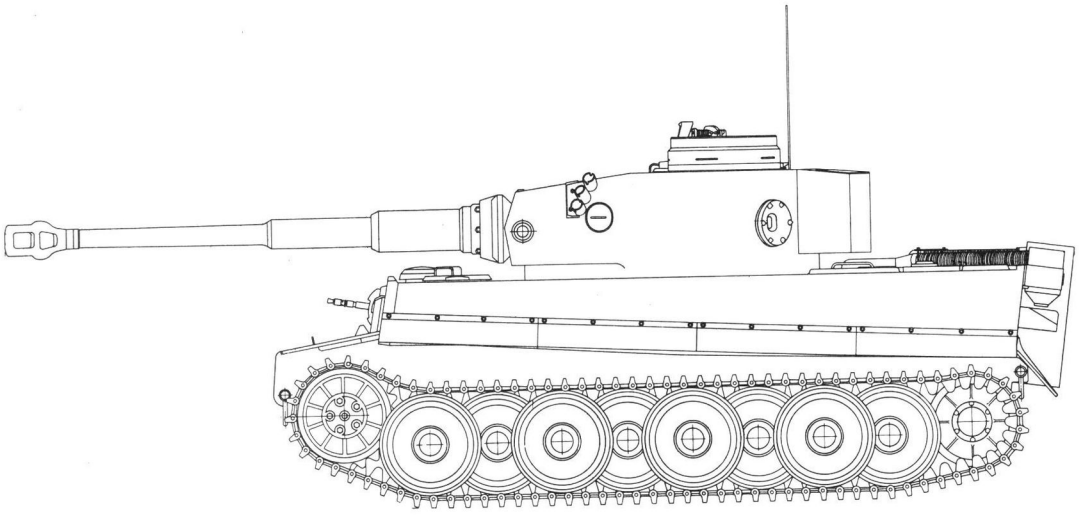


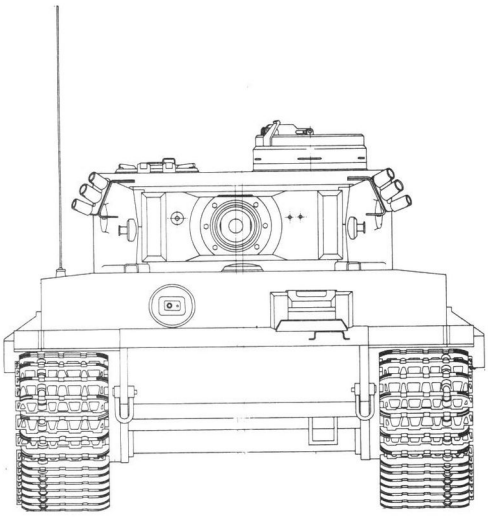
Crew: 6 men Length: 6.31 m. Width: 3.73 m. Height: 3.46 m. Combat Weight: 68 ton

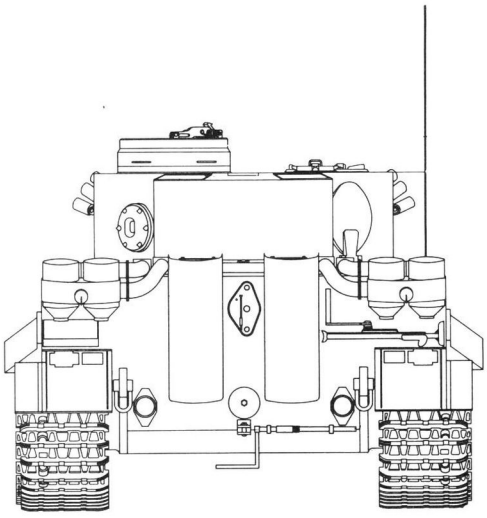


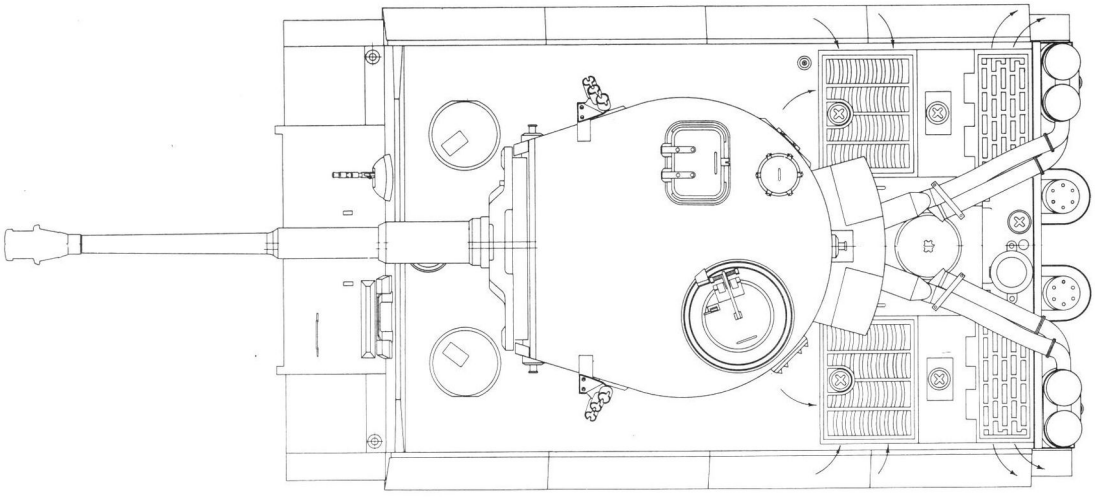
Side Cutaway profile drawing of the PzKw VI Tiger I. The gun breech mechanism of the 88 m.m. gun reaches nearly to the rear wall dividing the compartment in two. The Maybach V-12 engine was mounted in the rear for protection. Note drive shafts extending forward under turret floor, from engine to transmission.

Pz. Kw. VI TIGER I (Sd. Kfz. 181)



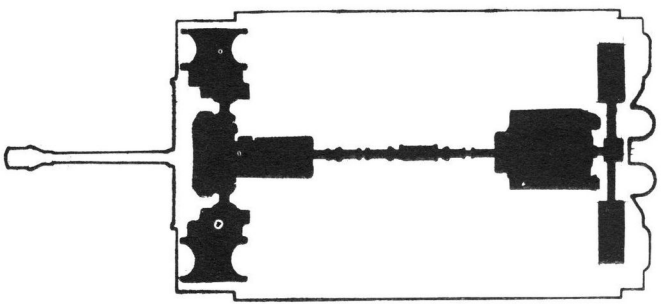




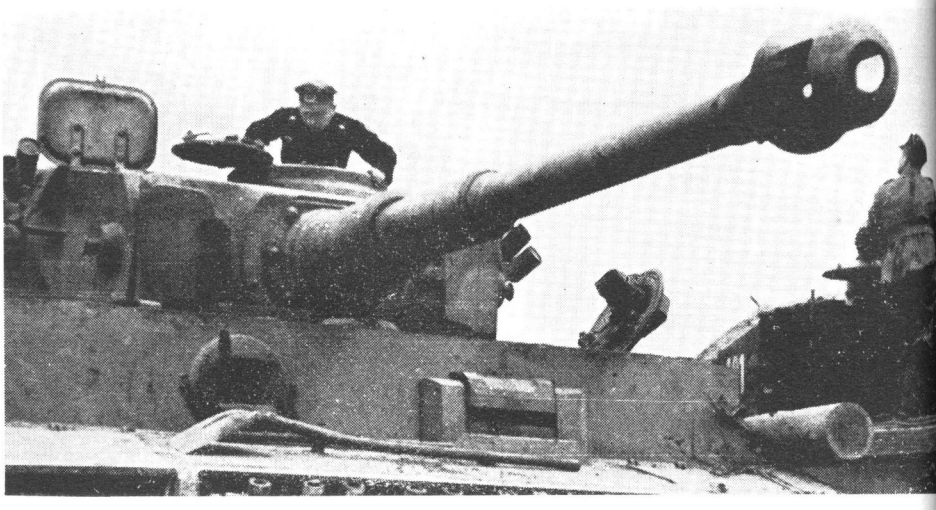


Specifications for Tiger I

Crew:	5 men
Length:	6.31 without gun 8.56 including gun
Width:	3.73 m.
Height:	2.86 m.
Maximum Speed:	37 Km/hr on roads, 20 Km/hr cross country
Maximum Range:	117 Km/hr on roads, 68 Km/hr cross country
Combat Weight:	56.9 tons
Armament:	1 x 88 mm./KWK.36
	2 x 7.92 mm. MG
	1 x 9 mm. MP
	6 x NbW (90 mm. smoke generators—3 on each side of turret).
Ammunition:	88 mm.—92 rounds
	7.92 mm.—34 belts, each with 150 rounds (5100 total).
Armor:	Turret 110-82 mm.
	Front 102 mm.
	Side 63-80 mm.
	Top 26 mm.
	Rear 26 mm.
Engine:	Maybach HL210, 12/V/O (petrol) 700 h.p.
Transmission:	8 forward, 4 reverse
Fuel Capacity:	569 liters (approx. 125 gallons)
Track Width:	72cm—28½ inch
Manufacturer:	Henschel
No. Manufactured:	1942—78, 1943—647, 1944/45—623. Total 1348 Tanks



Tiger I's loaded on a special tank flat car are ready to be shipped to the Western Front to counter the Allied Invasion in Normandie. Narrow tracks were especially used when Tiger I tanks were shipped by rail flat car. Original combat tracks are much wider and one set is visible in front of loading tank.



Between tank battles refueling was done as rapidly as possible. More ammunition was also taken inside during this time as men load the Tiger in preparation for the next battle.

The TIGER In Action

Pz Kw VI Tiger I passing a horse drawn supply column on way to the Eastern Front. The German Army made extensive use of horse drawn wagons which were very suitable for well worn, muddy roads leading to the Russian Front.

Pz Kw VI Tiger I No. 312, on left, returns for fuel, ammunition and some necessary repairs. Tiger I No. 322 is waiting alongside road to return to front near Wildeshausen, in Northern Germany.

PzKw VI Tiger I No. AO1 in use as Artillery on the Invasion Front.

Three tank officers in front of their Tiger I in Charkow, Russia, fall of 1943. Officers from left to right are SS-Untersturmführer (Lieutenant) Wenndorff, SS-Obersturmführer (First Lieutenant) W. Schütz and SS-Untersturmführer M. Wittmann. Note ten victory rings on barrel of the 88mm gun.

World War II's most successful Tank crew: 88 Red Tanks destroyed.

Hauptsturmführer Michel Wittmann after receiving the Knight's Cross.

One of the German Army's most successful tank commanders: Hauptsturmführer Michel Wittmann and his crew standing in front of their Tiger I Tank showing the 88 Kill-marks on the gun barrel. All made on the Eastern Front. Wittmann, who was 24 years of age, had a very young crew. (L-R): Richtschütze, 19 years old; Funker, 18 years old; Ladeschütze, 17½ years old, and driver, 19 years old. Tank commander Wittmann, during his tank career, destroyed a total of 138 tanks in combat. The majority of these were the Russian T-34. However, British Cromwell and Churchill Tanks were included, as were U.S. Sherman Tanks.

Pz Kpfw VI "KÖNIGSTIGER," Sd Kfz. 182
TIGER II "KING TIGER"

In the Autumn of 1942 the German High Command requested changes in the Tiger I (E).

Both Henschel and Porsche were given model design numbers to improve the Tiger (VK 4502 for Henschel, and VK 4503 for Porsche). The Porsche Tank design was not selected. However, the chassis was selected and used for the Elephant tank. Henschel was requested to work with Mann in Augsburg-Nürnberg to incorporate sloping armor in a new tank as had been used successfully on the German Panther Tank.

The new tank was considered superior to any other produced during the war; and the designers at the Henschel factory who created it were very proud of their new design. It was their best work and they gave it the name "Königstiger" (King Tiger). Officially it was designated Pz-Kpfw VI "Königstiger" Sd Kfz. 182; and its common name was Tiger II, "King Tiger."

The five man crew of the Tiger II had no fear of any Allied Tank, including the new super Russian Stalin I. But like so many other German weapons of World War II it came too late to have much effect on the course of the war. Only four hundred and eighty five Tiger IIs were built before plants were bombed out or overrun by Allied Armies.

The first models of the King Tiger had a rather elaborate turret which was difficult to mass produce, and it was dropped in favor of a simpler design. The introduction of the new turret was accompanied by a change in the gun barrel from monobloc to two piece construction.

German "King Tiger" (Tiger II, Model B) with early model 88 m.m. gun turret at Munsterlager Testing Ground in late 1943.

The designers of the King Tiger created new and improved features that became necessary as tanks were required to move rapidly and improve their fighting abiliities on the field of battle. For example, Henschel engineers redesigned the steering differential, and increased the engine size. Steering was improved to provide sharper turns. The Tiger I had a turning radius of three meters, whereas the Tiger II had a turning radius of two meters. Furthermore, the transmission was revised to improve interchangeability of parts. Considerable trouble had been experienced with transmissions from dust and dirt during the campaigns in North Africa and the dry plains of Russia. Special care was designed into this feature of the Tiger II.

Mass tank production was refined and developed into a fine art. It required only fourteen days to manufacture and process a complete Tiger II Tank, and monthly production was increased in spite of heavy Allied bombings. Henschel had sixty tanks in process in their shops at all times. It is interesting to note that the Japanese War Weapons Commission, stationed in Germany during the war, acquired a King Tiger for shipment to Japan in November 1944. However, it is extremely doubtful if they were successful in shipping this sixty ton Tiger II Tank to Japan, as the sea lanes were well controlled by the Allies at that time. The only avenues open to them were by underwater submarines or long range aircraft, and neither of these could carry the Tiger II.

Due to extreme fuel shortages during 1944, all Tiger II tank testing and training operations used bottled gas as fuel. Liquid fuels were reserved for front line actions exclusively.

The Tiger II was introduced into service in the Fall of 1944, in units of four to five tanks as self-sustaining tank detachments, or to companies of tank regiments. Many Tiger II Tanks were shipped to the Eastern Front but all did not fire because battle lines changed hourly and were in constant flux. During the last hard fought battles on the Eastern Front a number of King Tiger tanks had to be destroyed due to lack of fuel.

The King Tiger was considered to be the most outstanding tank produced during World War II. The experience gained during the first years of the war reflected in the clean design of this new tank. The King Tiger had speed, low profile, and heavy fire power, a combination which proved to be superior to any Allied tank.

The world's heaviest tank, the King Tiger, weighing seventy tons and armed with the famous 88 m.m. gun of high muzzle velocity.

Right Front View of King Tiger (Tiger II) now on display today in Munsterlager, Germany. The powerful 88 m.m. gun has a two-piece barrel and prominent muzzlebrake. This tank is in surprisingly good exterior condition.

Rear Quarter View of Tiger II (A) clearly shows the sloping armor on the sides. Hooks on the rear of turret are for holding extra spare tracks.

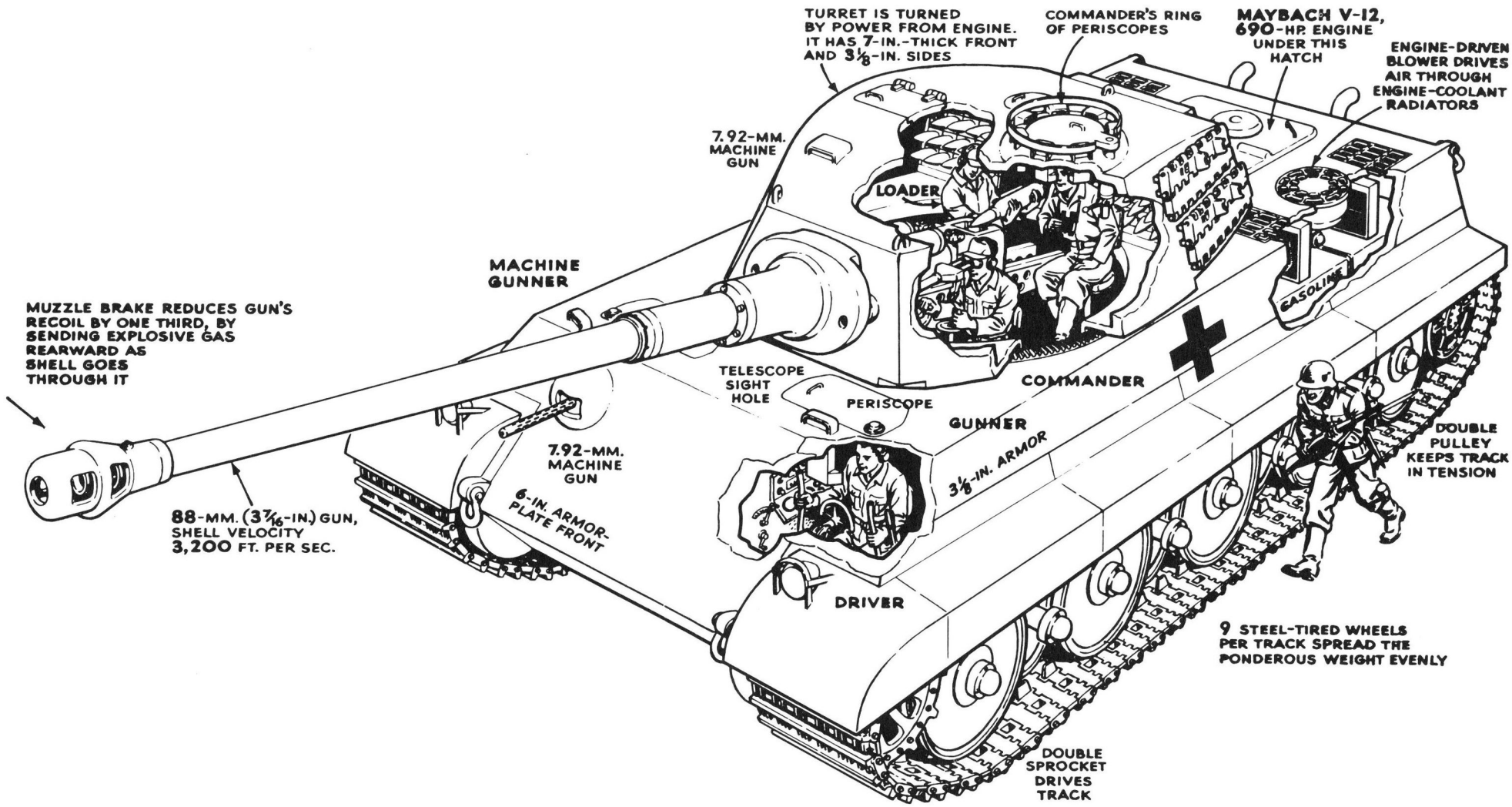
Unusual front view of "King Tiger" clearly shows the extremely wide tank tracks which measure thirty-two inches across.

Rear View of the "King Tiger" shows the heavy armor used to protect the most vulnerable part of every tank, the motor. Note the escape hatch on rear of turret, and solid steel grill bumper around the two engine mufflers.

The tried and proven "King Tiger" (Tiger II, Model B) with the late model 88 m.m. gun turret. Note the application of dried cement to the tank hull and turret to prevent magnetic mines from adhering to the metal.

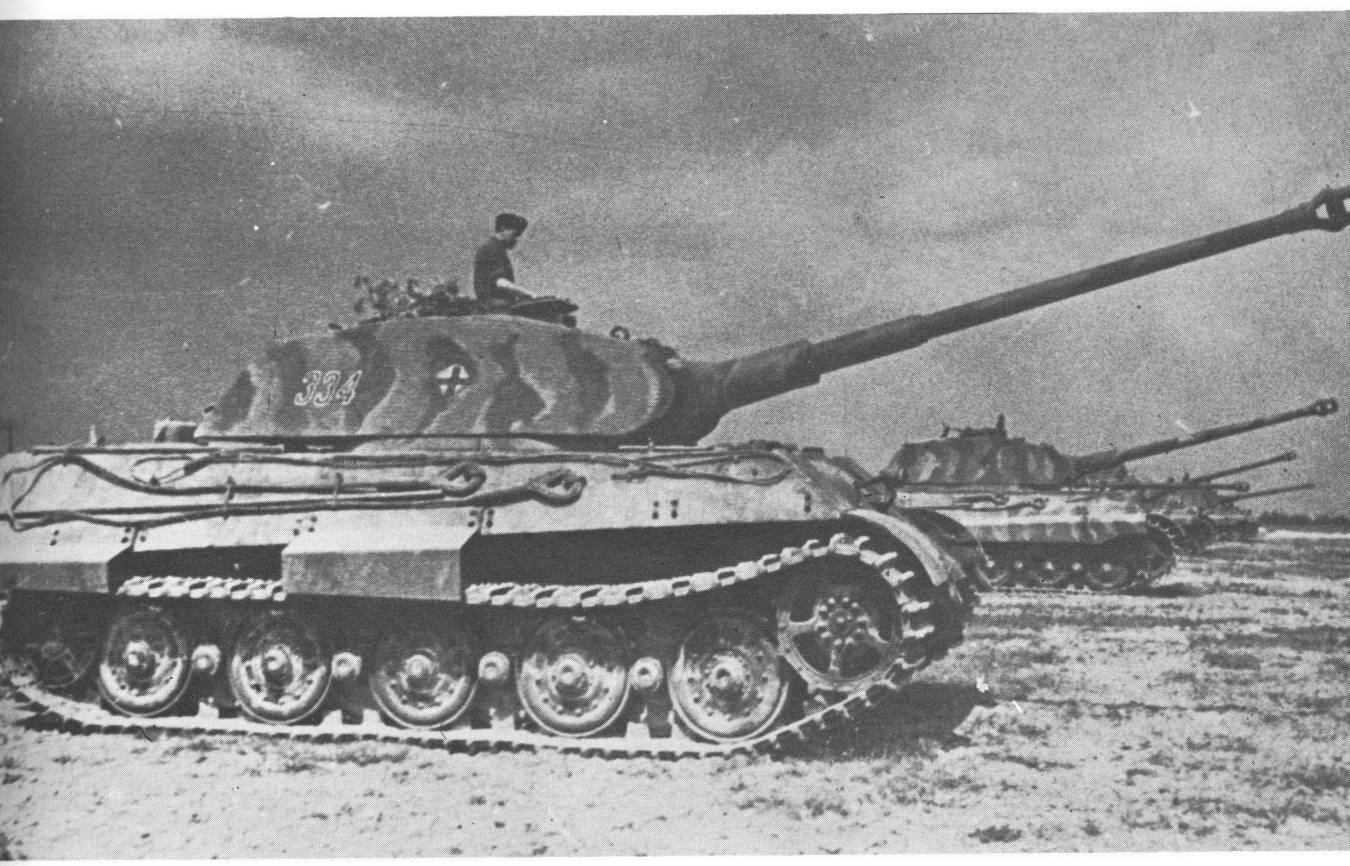
Rare View of Cutaway PzKw VI "King Tiger" reveals interior of tank showing enormous front armor of 185 m.m. thickness. The fighting compartment was quite large. This tank has been on display at the Aberdeen Proving Grounds Museum.

Pz. Kw. VI TIGER II "KÖNIGSTIGER"


TURRET IS TURNED BY POWER FROM ENGINE. IT HAS 7-IN.-THICK FRONT AND 3⅛-IN. SIDES
COMMANDER'S RING OF PERISCOPES
MAYBACH V-12, 690-HP. ENGINE UNDER THIS HATCH
ENGINE-DRIVEN BLOWER DRIVES AIR THROUGH ENGINE-COOLANT RADIATORS
7.92-MM. MACHINE GUN
LOADER
MACHINE GUNNER
MUZZLE BRAKE REDUCES GUN'S RECOIL BY ONE THIRD, BY SENDING EXPLOSIVE GAS REARWARD AS SHELL GOES THROUGH IT
TELESCOPE SIGHT HOLE
PERISCOPE
COMMANDER
GUNNER
7.92-MM. MACHINE GUN
3⅛-IN. ARMOR
6-IN. ARMOR-PLATE FRONT
88-MM. (3 7/16-IN.) GUN, SHELL VELOCITY 3,200 FT. PER SEC.
DRIVER
DOUBLE PULLEY KEEPS TRACK IN TENSION
9 STEEL-TIRED WHEELS PER TRACK SPREAD THE PONDEROUS WEIGHT EVENLY
DOUBLE SPROCKET DRIVES TRACK

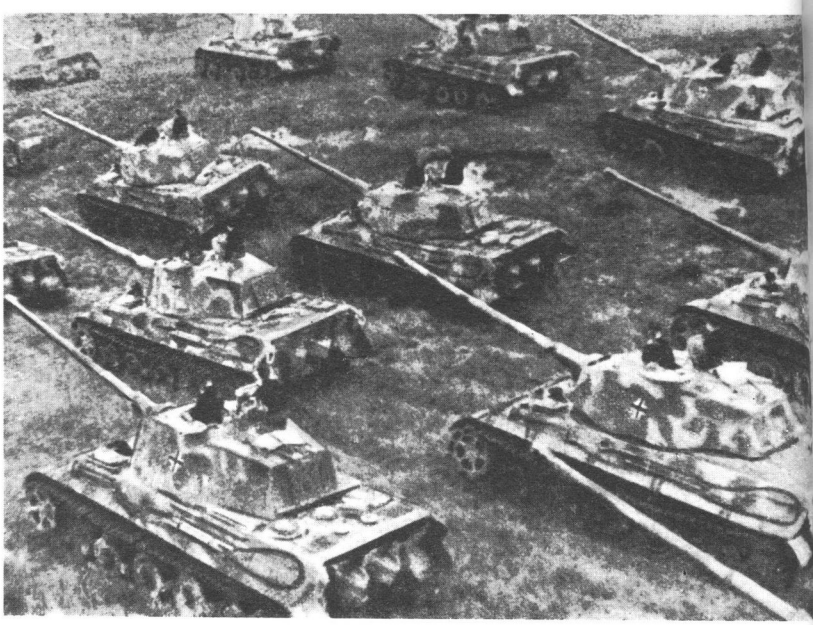
Front quarter cutaway view of driver and turret compartment of "King Tiger." Note positions of tank commander, gunner, loader, and driver.

An exciting view for every Armor enthusiast. A lineup of PzKw VI King Tigers ready to counterattack shortly after the Normandie Invasion. Note mudguards had been ripped off front tank during previous action.



Five King Tiger Tanks firing under combat action in an encounter with much lighter U. S. Army Sherman Tanks during the Battle of France, July 1944. The King Tiger could commence firing at a much greater distance than any Allied tank. This fact is well proven in the above photograph. Note, the Tank Commander is directing the 88 m.m. gunfire by standing in an open turret. This long reach advantage gave the King Tiger tank commander a great tactical advantage.

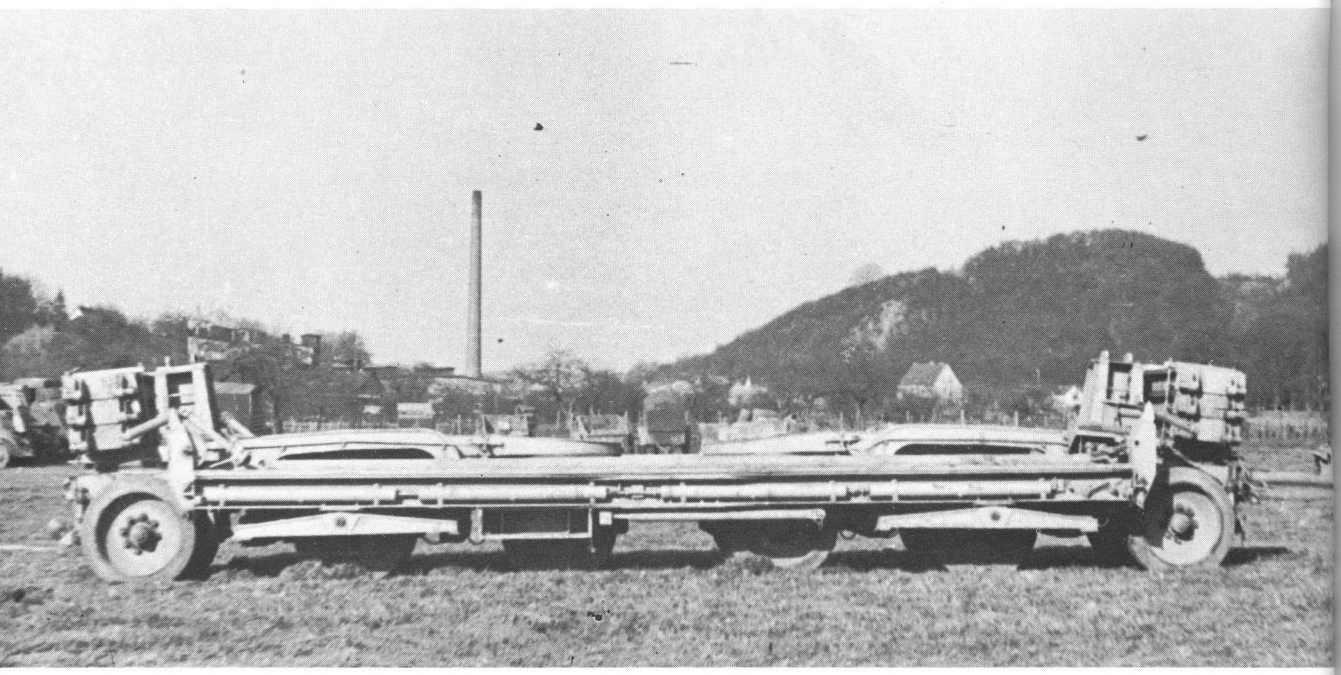
A giant King Tiger moving towards the front, passes captured U.S. Army prisoners filing past during the Battle of the Ardennes (Battle of the Bulge), December 1944.



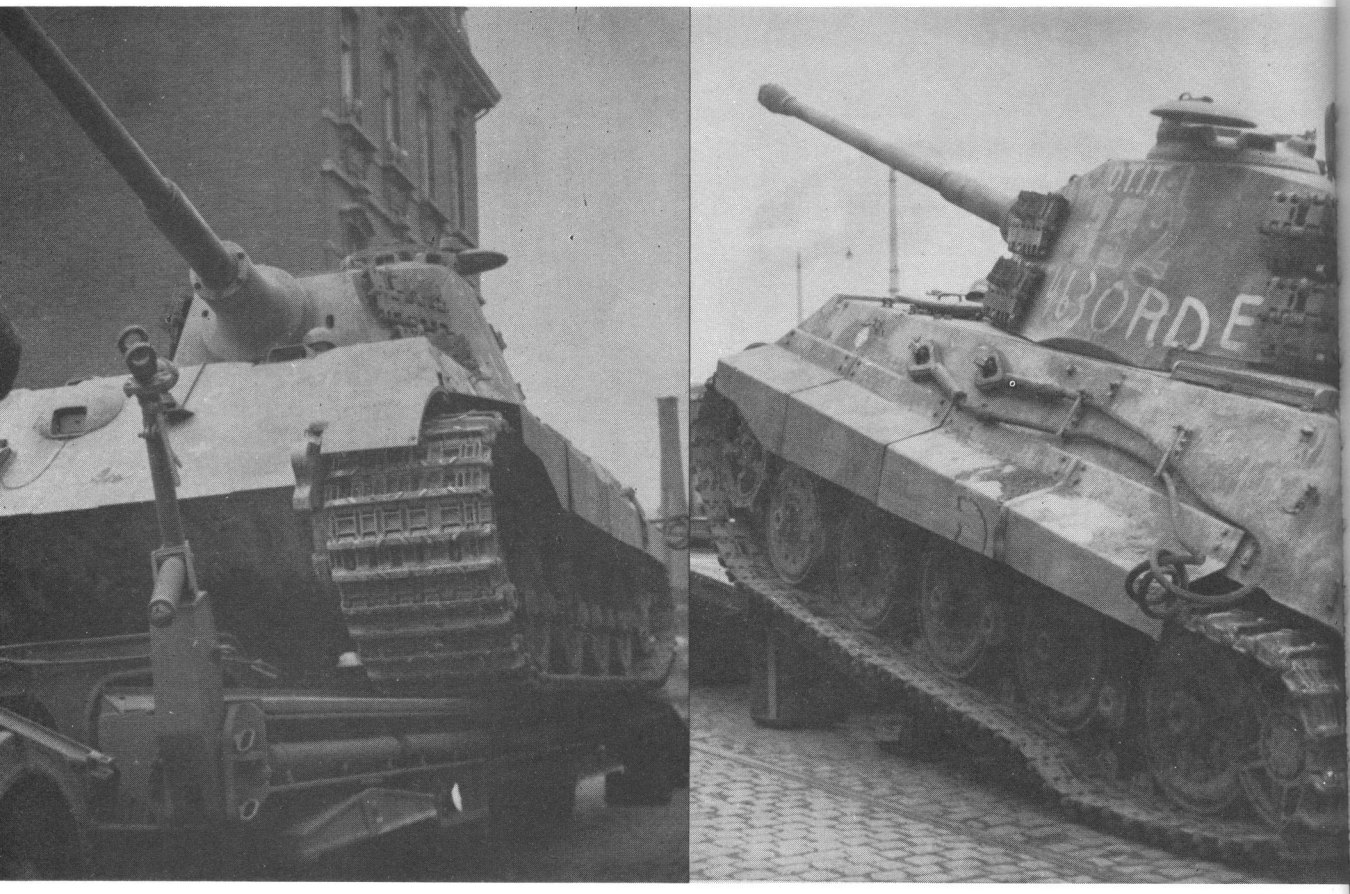
A picture of compressed power. Twelve plus King Tiger Tanks are ready to unleash their combined fire power which initiated the last German Blitzkrieg on the Western Front in an attempt to split the American Force from the British and recapture the Allies' supply harbor of Antwerp.

PzKw VI 'Tiger II, "King Tiger". Note special gun mounting atop turret. The King Tiger afforded the crew a great amount of protection. Turret armor was seven inches thick in front, while the glacis plate had a six-inch thickness.

King Tiger on the Eastern Front breaking through the Soviet lines. In the foreground, a Maxim machine-gun, abandoned by Soviet Soldiers.

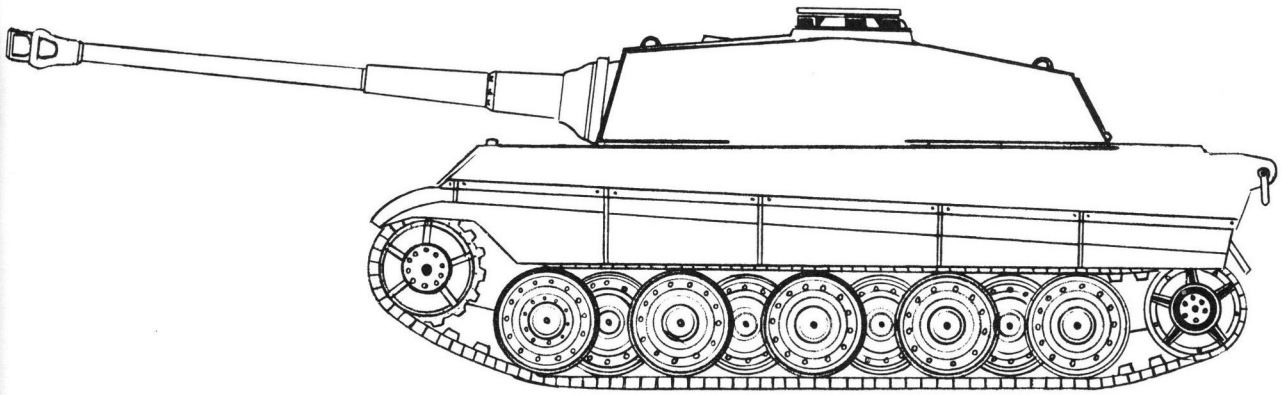


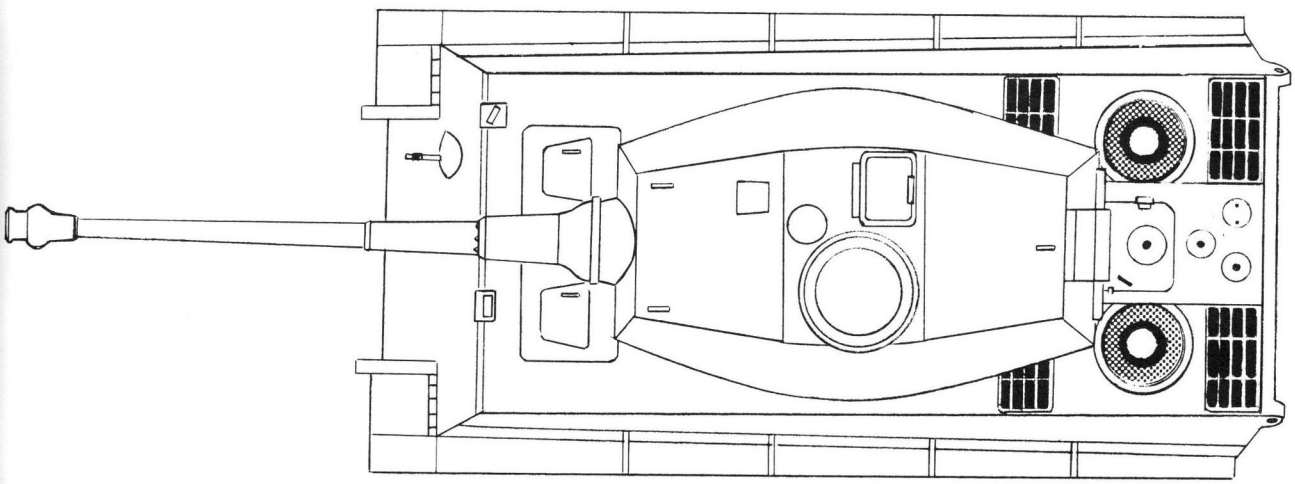
Gigantic trailer used to transport damaged King Tiger Tanks to repair depots in the rear areas.

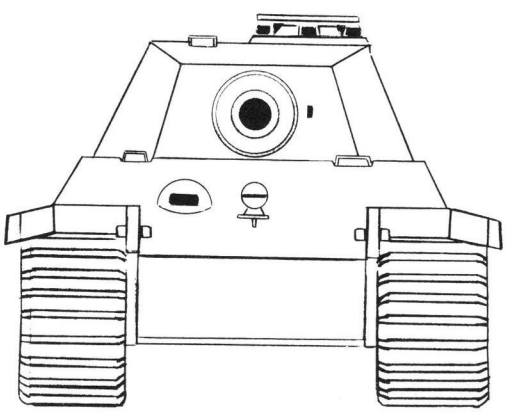


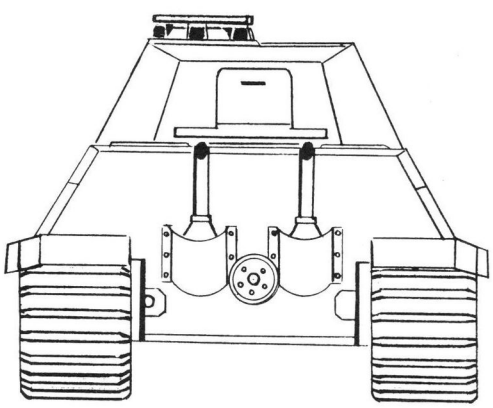
Loading of a King Tiger aboard special trailer. Note extra tank treads mounted on hooks on aft turret. Rear mud guard has been ripped off in previous combat action.

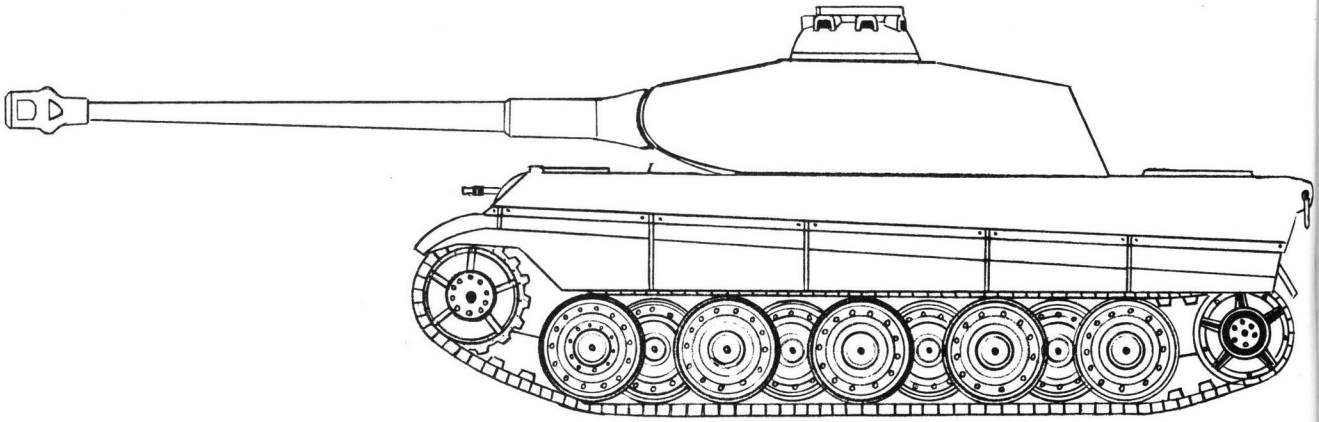
Pz. Kw. VI TIGER II A "KÖNIGSTIGER"











Specifications for Tiger IIB

Crew:	5 men
Length:	7.26 m. without gun 10.26 m. including gun
Width:	3.75 m.
Height:	3.09 m.
Maximum Speed:	41 Km/hr on roads, 17 Km/hr cross country
Maximum Range:	170 Km on roads, 121 Km cross country
Combat Weight:	70 ton
Armament:	1 x 88 mm./KWK 43 1 x 7.92 mm. MG 1 x 9 mm. MP 6 NbW
Ammunition:	88 mm.—80 rounds 7.92 mm.—5850 rounds
Armor:	Turret 185 mm. Front 150-100 mm. Side 80-65 mm. Top 40 mm. Rear 80 mm.
Engine:	Maybach HL230, 12/V/O (petrol) 3000 r.p.m., 600 h.p.
Transmission:	8 forward, 4 reverse
Fuel Capacity:	864 liters (approx. 210 gallons)
Track Width:	79 cm—31½ inches
Manufacturer:	Henschel
No. Manufactured:	1944/45—485 Tanks

Jagdpanzer VI JAGD TIGER" Sd. Kfz 186S

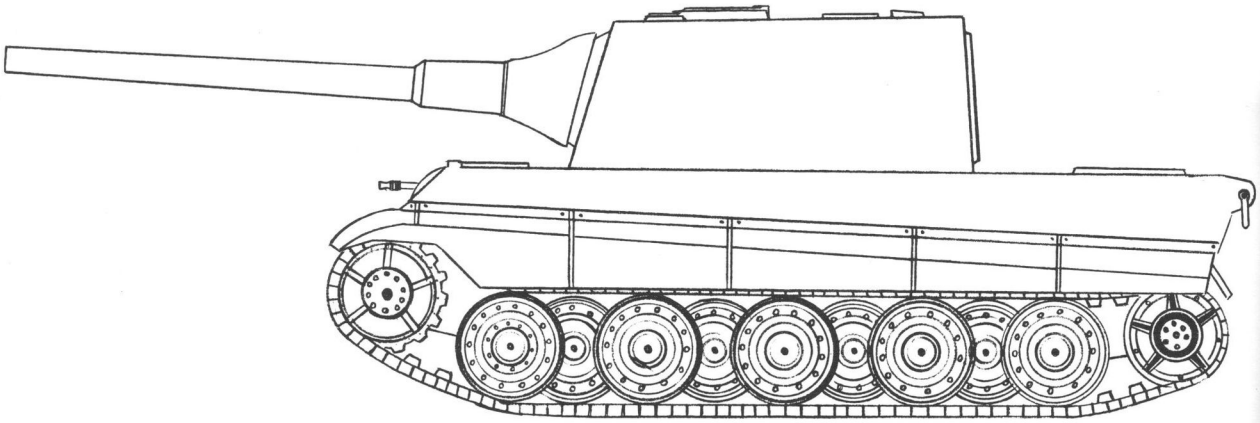
Hunting Tiger

This tank was officially known as the Jagdpanzer VI, "Jagdtiger" Sd. Kfz. 186S. It had more superior armament than the Elephant tank; and it had heavy armor and a good performance for a hunting tank.

It suffered a lack of maneuverability and only a few of these tank killers were in action with Tank Hunter detachments of the German Army.

The Hunting Tiger was developed as a prime anti-tank weapon. Previous strategy had required the use of captured equipment along with German armor designs. As Allied tanks added thicker armor plate, German tank destroyers mounted heavier, armor piercing weapons. As Allied guns grew more deadly, the German Tank Hunters were forced to shield themselves behind reinforced hulls, improvised armor, and side skirting. The Hunting Tiger was developed to give the six man crew this required protection plus the fire power they needed to knock out Allied and Russian Tanks.

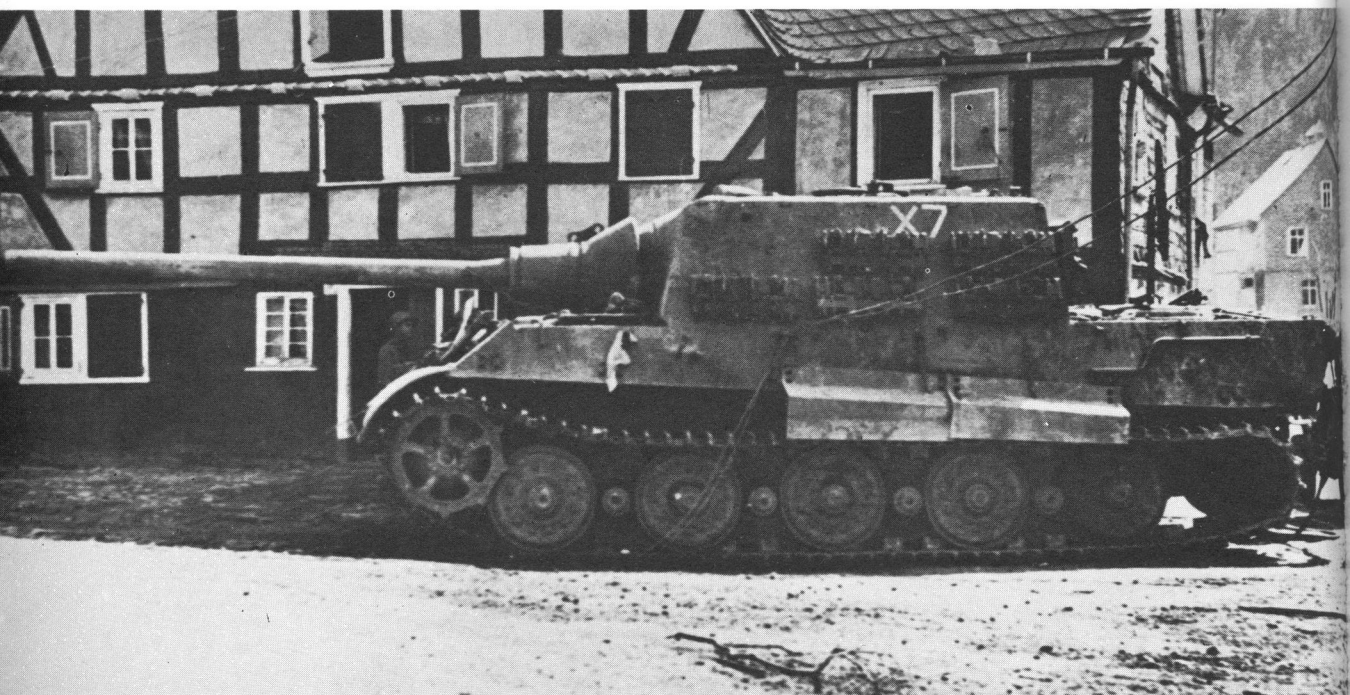
The Jag. Pz. VI "Hunting Tiger" used a 128 m.m. gun to destroy enemy tanks. Its 71 ton weight made it the heaviest armored vehicle in the German Army.



Specifications Hunting Tiger

Crew:	6 men
Length:	7.80 meters
Width:	3.57 meters
Height:	2.83 meters
Maximum Speed:	35 Km per hour (on roads)
Maximum Range:	100 Km
Combat Weight:	71.7 ton
Armament:	1 x 128 mm. Pak 44
	1 x 7.9 Machine Gun
Armor:	Turret 100-250 mm.
	Front 150 mm.
	Side 80 mm.
	Top 30 mm.
	Rear 80 mm.
	Bottom 80 mm.
Engine:	12 cyl. Maybach V 12, 700 h.p. watercooled engine. Fuel: gasoline
Manufacturer:	Nibelungenwerke
No. Manufactured:	48 built

The narrow streets of a small village in Southern Germany trapped this monster Hunting Tiger. This tank destroyer was at its best in the wide open terrain of Russia where the 128 m.m. gun could take on and knock out any tank the Soviets could muster. Only 48 Hunting Tigers were built.



JAGDPANZER TIGER (P) ELEPHANT

When Prof. Ferdinand Porsche's original Tiger I VK 4503 tank design was rejected in favor of Henschel's design, the chassis of Prof. Porsche's tank design was used to develop the "Ferdinand," a self-propelled gun, later renamed "Elephant."

The Elephant belonged to the Tiger family, but it was a Tank Hunter. The chassis was from a normal tank, but it was armed with an 88 m.m. cannon, but without turret. The gun was housed in a steel box, closed from all four sides. At the time of its inception it derived its name from the designer's first name Ferdinand; but as noted above, this name was later replaced by Elephant. Its official designation was Jagdpanzer Tiger (P) "Elephant," Sd. Kfz 184S.

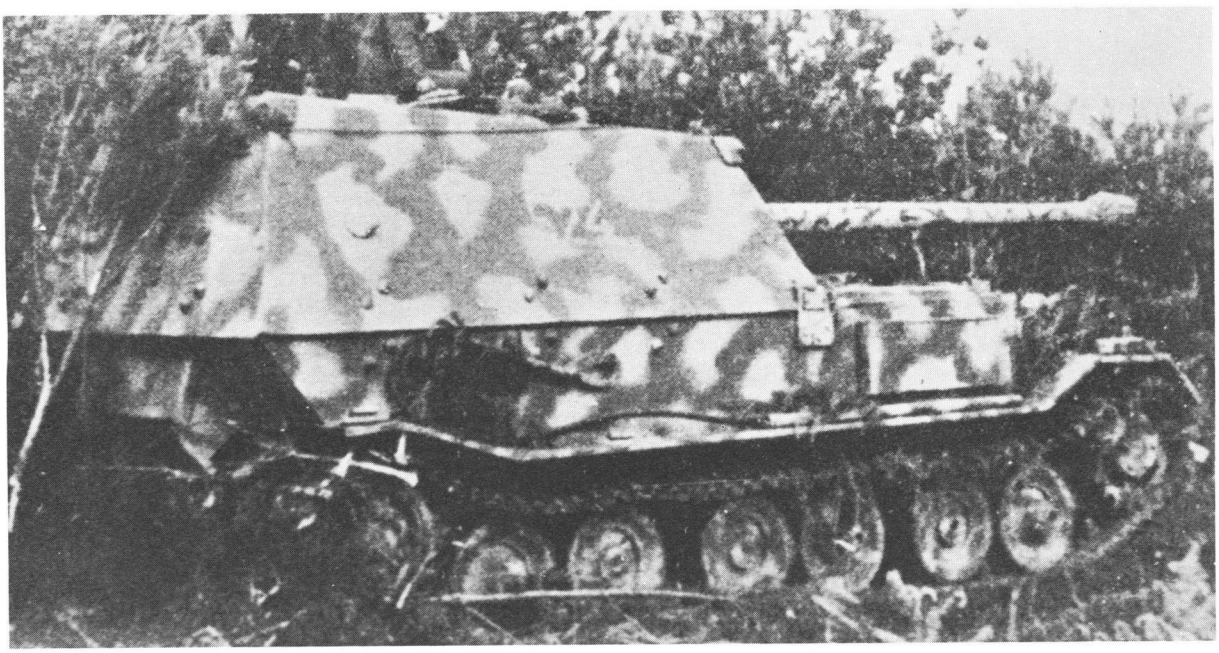
The armor of the Elephant was extremely formidable. Its front armor was very strong, being 200 m.m. thick. The steel box which housed the six man crew and gun had 170 m.m. armor in front, 185 m.m. armor in the gun blind and 80-90 m.m. armor, at the sides and back. Its Maybach V-12 engine produced 640 h.p. In addition to the 88 m.m. tank-killing gun, it mounted one 7.9 machine gun.

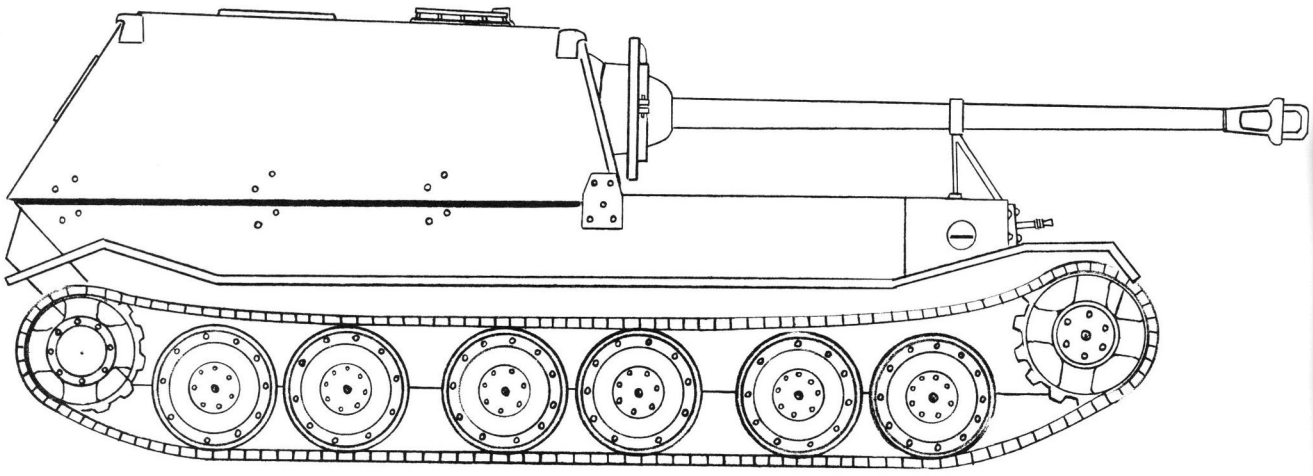
The Elephant was not very maneuverable due to its bulky construction and heavy weight; however, ninety of these 68 ton tanks were built. The Elephant would hide under camouflage and lie in wait for enemy tanks to appear. It was a successful and powerful tank hunter, but it was later replaced by the Hunting Panther.

Jagdpanzer "Tiger" (P) Elephant was a heavily armored tank destroyer and a member of the Tiger family. It was a very deadly tank destroyer in the hands of a capable gun crew. Its 88 m.m. gun accounted for many Allied tanks.

Pz Jag "Tiger" (P). The "Elephant" was formerly named "Ferdinand" after the first name of its designer Ferdinand Porsch. He was also widely known as the designer of the Peoples Car. The Silhouette of the Elephant bore little family resemblance to the King Tiger.

The "Elephant" in its element was camouflaged in the bush and waiting for his prey. Note the interesting camouflage of Sand and Brown. No. 524 was in White.





Specifications	Tiger (P) Elephant
Crew:	6 men
Length:	6.80 meters (without gun)
Width:	3.43 meters
Height:	3.20 meters
Maximum Speed:	35 Km/hr (on roads)
Maximum Range:	80 Km
Combat Weight:	68 tons
Armament:	88 mm. Pak 43/2 Gun
	7.9 mm. Machine Gun
Armor:	Front 200 mm.
	Side 90 mm.
	Rear 80 mm.
Engine:	2 x Maybach HL 120 12 cyl. water cooled Engine of 320 h.p. each
Fuel Capacity:	275 Gallons
Manufacturer:	Porsche
No. Manufactured:	90 built in 1943.

Sturm Panzer VI "STURMTIGER"

STORM TIGER

One of the special tanks of the Tiger family was the Sturm Panzer VI "Sturmtiger" RW-61. The Storm Tiger was built for the special task of destroying hard to reach targets; but only eighteen of these models were built.

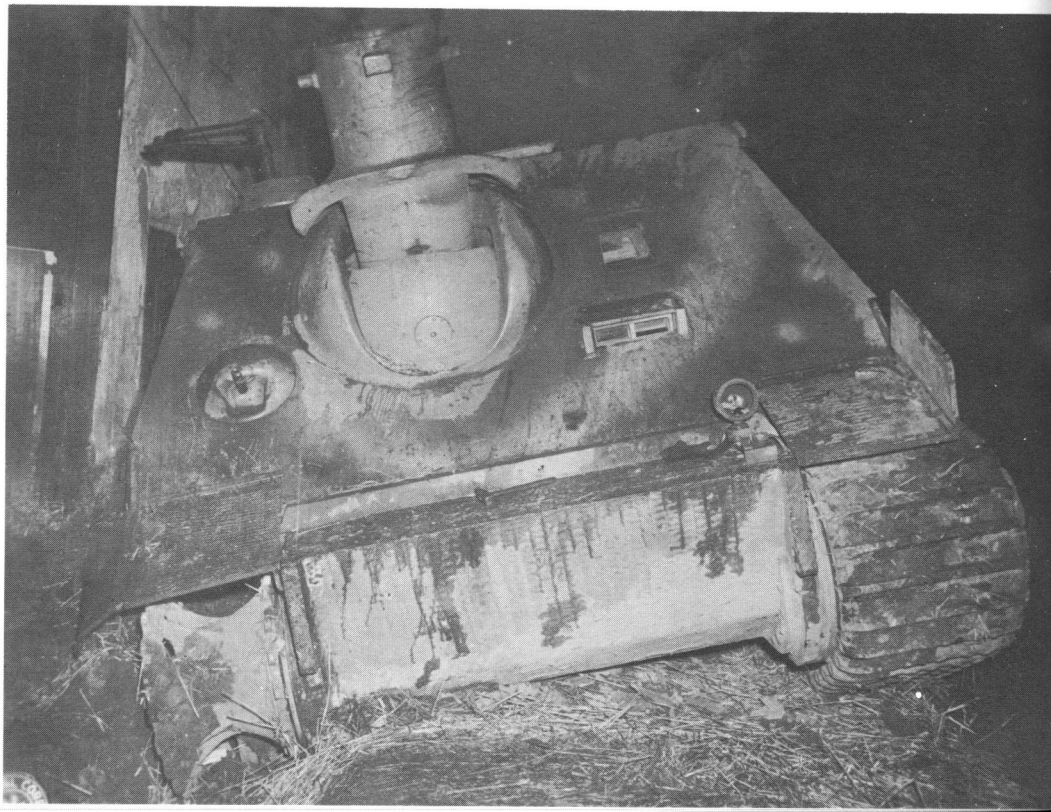
The Storm Tiger was a unique weapon. It contained a 38 cm (15 in.) mortar on a Tiger I chassis. The mortar was actually an armored steel tube of short length, and the rocket projectile had to be loaded externally from the front. This type of loading exposed the tank crew to sniper fire when reloading. It could only be done safely when the German Army had control of the surrounding area in which they operated.

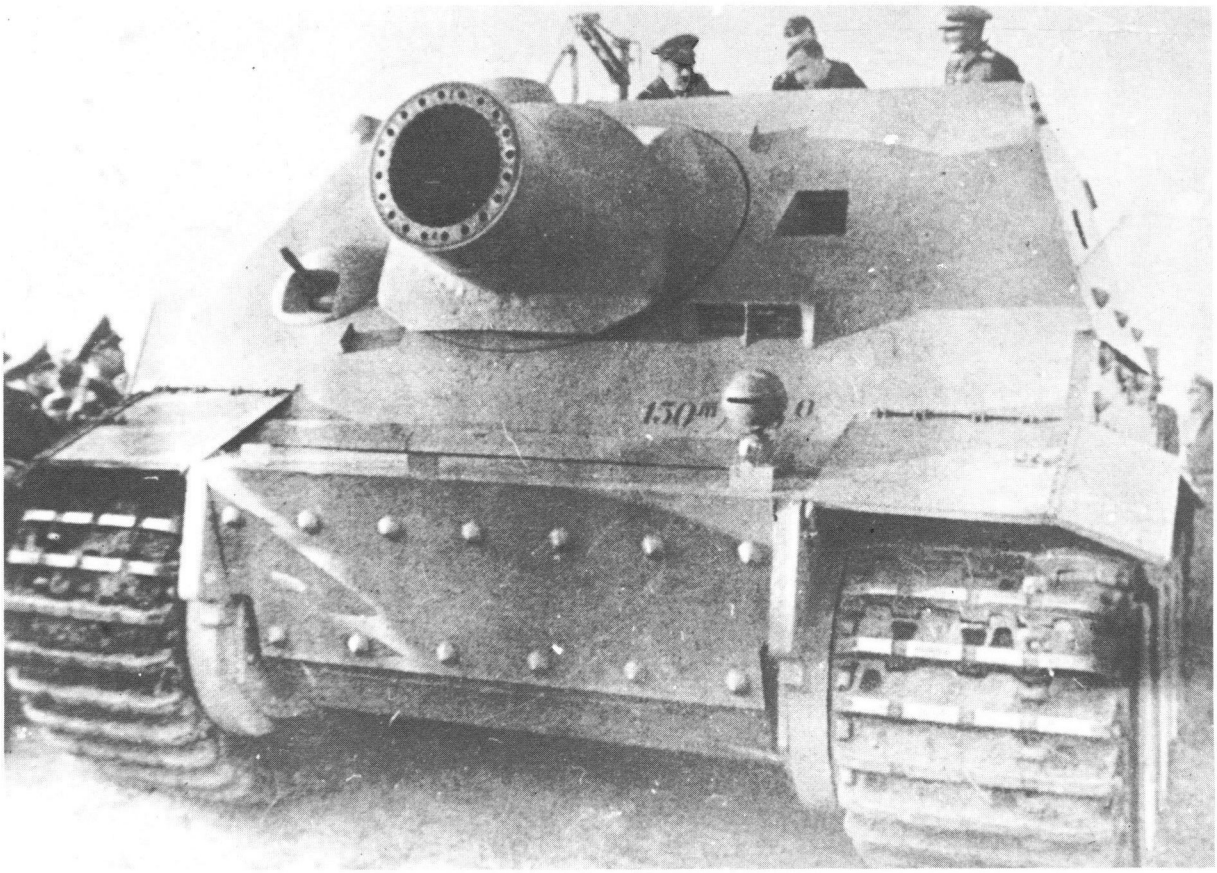
Storm Tigers were employed only where especially requested. Maintenance and spare parts shortages were commonplace as Allied Bombing completely disrupted tank repair and replacement part facilities.

Stu Pz VI Storm Tiger used the RW-61 Rocket Mortar to lay seige to specially selected targets. Diameter of Mortar Shell was fifteen inches. Projectile was loaded from the outside.

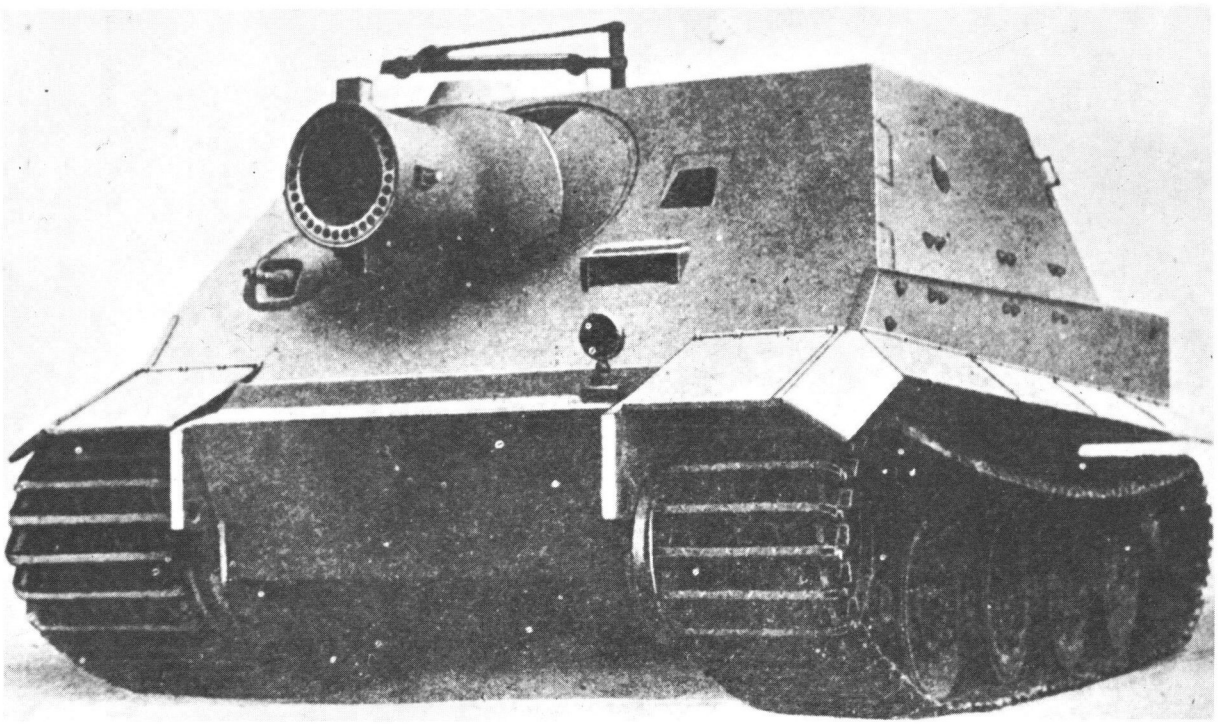
A captured Storm Tiger. Right side track is missing. Note: Commander's periscope can be seen on upper hatch which is open.

Front View of Storm Tiger with Mortar at maximum elevation. Note the cast bracket which supports the cradle and projector, and the lugs at the muzzle end of the mortar tube. The loading crane for the projectile can be seen at upper left.

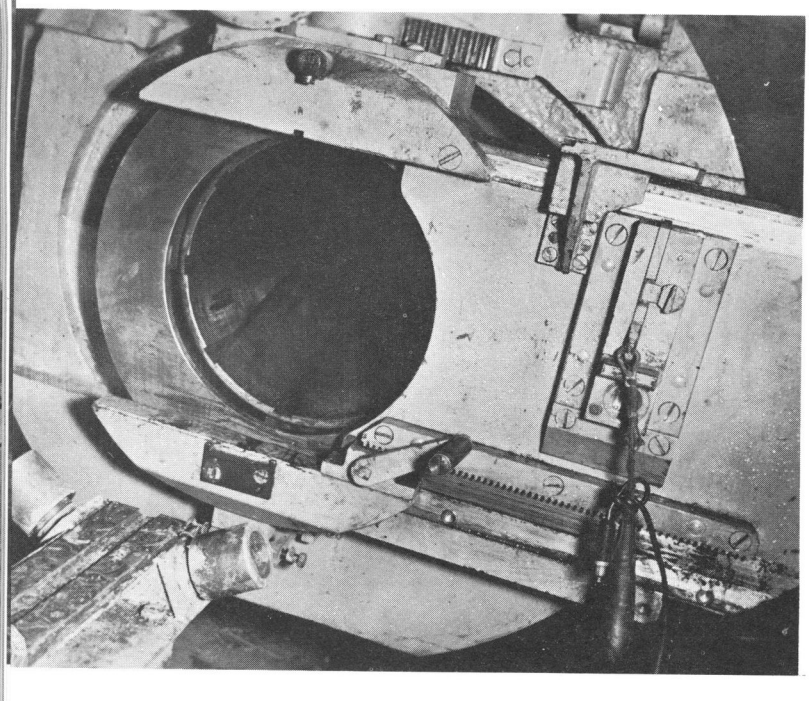




Adolph Hitler and his Staff inspecting the prototype model of the Storm Tiger. Projectile holes in face of muzzle were to dissipate exhaust gases. Note small crane mounted at rear of Storm Tiger to hoist mortar shells.



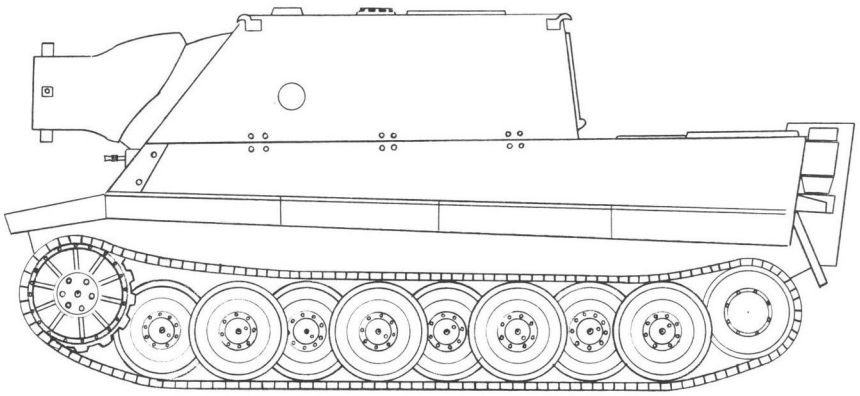
The sixty-eight ton Storm Tiger used the Tiger I (Model E) chassis and was especially designed to destroy selected targets from close range. The 380mm mortar was originally designed for use against submarines.



View of Storm Tiger breech plate, firing mechanism, traverse rack, and traversing wormwheel. Note space between liner and tube. A section of loading tray is at lower left.

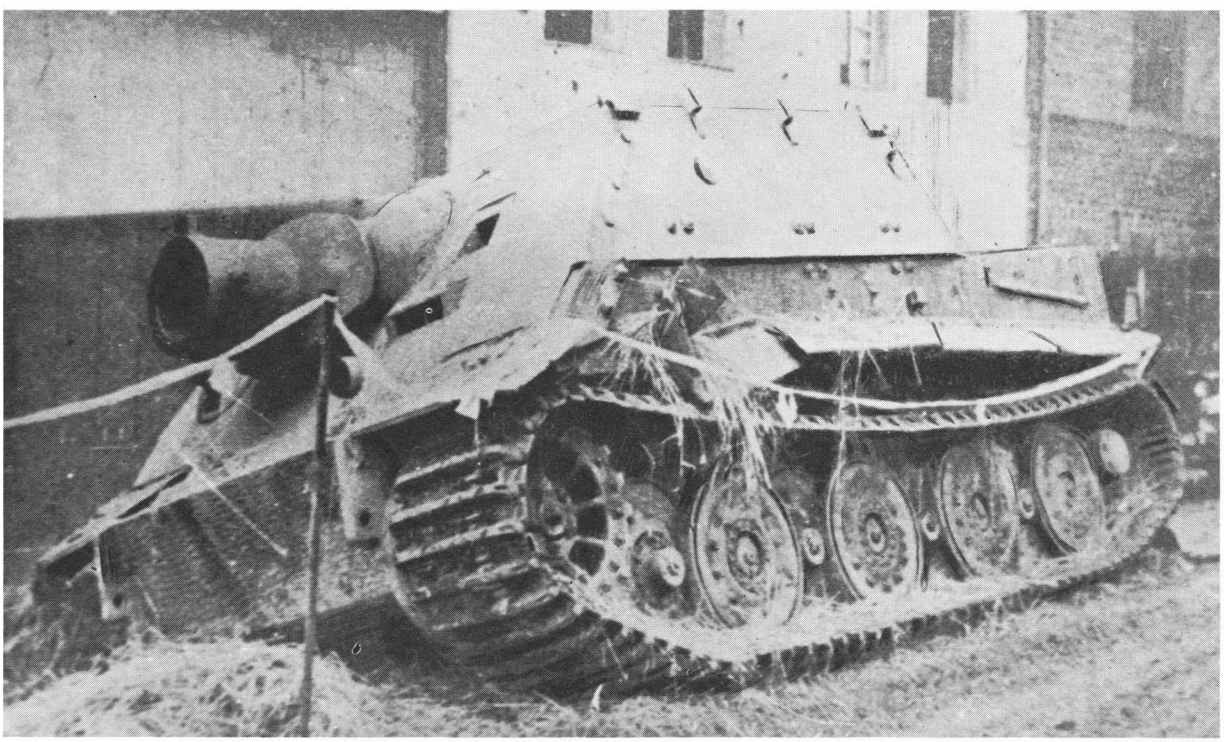
Overall View of Storm Tiger rocket projectile. Soldier's finger points to joint of nose and tail sections.

Rear View of Base of Storm Tiger Projectile. Igniter element is in soldier's hand. Note venturi's around base plate and rotating splines at base of tail section.



Specifications Storm Tiger

Crew:	5 men
Length:	6.31 m.
Width:	3.73 m.
Height:	3.46 m.
Combat Weight:	68 ton
Armament:	1 x 380 mm./RW. 61 Mörser (Mortar)
	1 x 7.9 Machine Gun
Armor:	Turret 102 mm.
	Front 102 mm.
	Side 63 mm.
	Top 40 mm.
	Rear 84 mm.
Engine:	Maybach 12 cycle engine of 700 h.p. Watercooled
Transmission:	Some automatic
	8 speeds forward
	4 speeds reverse
Manufacturer:	Alkett
No. Manufactured:	18 built



A disabled Storm Tiger pushed into a bomb crater. Compare the size of the building in the background.

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